TECHNOLOGY DEPT.

January, 1942

ANNUAL SHOW NUMBER

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50¢

Yachting

FOR OUR COUNTRY'S DEFENSE

BOAT and ENGINE BUILDERS' *Roll of Honor*

ANCHORAGE, INC.
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CHRIS-CRAFT
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UNIVERSAL
VENTNOR
WHEELER

TRUE to its finest tradition, the boating industry is in the thick of Defense . . . men, hulls, engines playing their parts in the all-out effort to make American Defense surpass whatever may be asked of it.

Not alone each of the names on the right, but the U. S. Navy, the Coast Guard, the U. S. Engineers and the U. S. Army Transport . . . on land, sea and in the air . . . all are using TEXACO.

The Texas Company, *Marine Sales Division,* 135 East 42nd Street, New York, N. Y.

***They Win with Texaco* From Outboards to Gold Cuppers.**

FRED JACOBY, JR., JACOBY BOAT WORKS, NORTH BERGEN, N. J. Winner—Albany-to-New York Marathon; average speed, 41.657 miles per hour; Class "B" record. Winner—Townsend Medal, 1941 High Point Champion for fifth time in six years. Texaco Gasoline and Marine Motor Oil used exclusively.

JACK COOPER, JACK COOPER TRANSPORT CO., KANSAS CITY, MO. Record—91 cu. in., one mile in "TOP'S PUP," a Ventnor Hydroplane equipped with a Gray "91" engine, at Picton, Ont., 61.697 miles per hour. Record—91 cu. in., competitive in "TOP'S PUP" at Red Bank, N. J., 53.129 miles per hour. Texaco Gasoline and Marine Motor Oil used exclusively.

ZALMON SIMMONS, INDIAN HARBOR YACHT CLUB, GREENWICH, CONN. Winner—Gold Cup, in "MY SIN." He used Texaco fuel exclusively for past 3 years.

FOR YOUR ENJOYMENT
Two Great Radio Programs

FRED ALLEN every Wednesday night. See your local newspaper for time and station.

METROPOLITAN OPERA. Complete broadcasts of great operas every Saturday. See your local newspaper for time and station.

APPROVED BY LEADING
BOAT AND ENGINE BUILDERS

, Concord, N. H. Editorial, Circulation and Advertising Offices, 205 East 42nd Street, New York, N. Y. $4.00 a year.
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Our policies are backed by over forty years experience in owning and insuring yachts.

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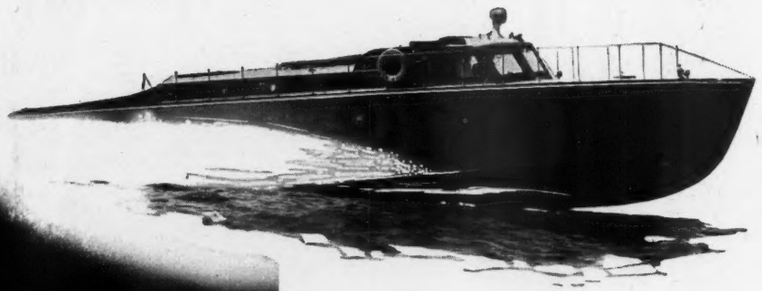
OUR WORK IS CUT



Kermath-powered for all-out performance in the war zones.

★

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THOSE WHO KNOW MARINE ENGINES BEST APPRECIATE *KERMATH* MOST

KERMATH'S widely expanded production facilities and engineering resources now are serving our National War needs . . . assisting to the utmost those countries and nations dedicated to mutual helpfulness. We are proud of our part in this world-wide crisis; proud of the record Kermath engines are creating. These precision built gasoline and Diesel power plants are on active sea duty throughout the world today. Their whispered song of speed, power and dependability can be heard in the Dutch East Indies—on the North Sea and English Channel—in the waters of Iceland and along our own coast lines. These powerful, rugged units are doing valiant patrol, rescue, raid and torpedo duty in many a far flung sea lane. Until the security of this country is assured, we shall produce more and still more engines for this service. It is our national duty.

GASOLINE AND DIESEL MARINE POWER

R v.71 Ja-Je'42

OUT FOR US—NOW!

★ ★ ★ ★

KERMATH MARINE ENGINES
for the Armed Forces—for Commercial Fishermen—for Water Transportation

But we shall not neglect our other duties or obligations . . . obligations to operators of commercial fishing boats, transport vessels, tugs, lighters and workboats—or volunteer craft in the service of our armed forces. We continue to supply the needs of all those whose work embraces priority privileges. Nor are we in any manner unmindful of our obligations to the thousands of owners of Kermath powered pleasure craft. Our program has been arranged so that the servicing necessary to keep your engines fit for the duration awaits your call or your order—limited only by prior demands of the government.

To serve properly this comprehensive schedule of service and supply has meant an extensive expansion of facilities, a streamlining of operations, a stepping up of production. It is a move we have been pleased to initiate because we realize that this augmented demand is coupled with more intensive research and experimental work to provide the boat owners in a happier time to come with marine power of far superior design. When the war clouds have passed, these finer power plants by Kermath will be yours . . . to double your boating pleasure.

Attention is invited to numerous Kermath engines catalogued and illustrated elsewhere in this publication.

KERMATH MANUFACTURING COMPANY
5893 Commonwealth Ave., Detroit, Michigan

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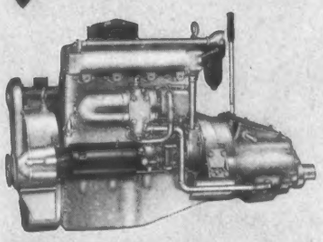
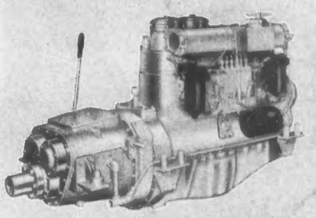
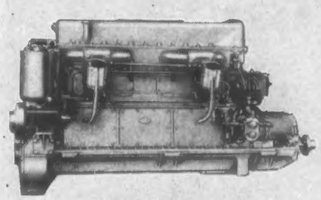
KERMATH
A Kermath Always Runs



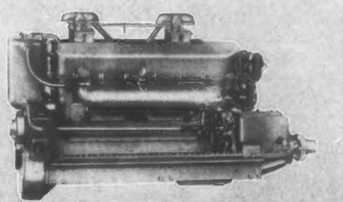
The Kermath 4-226 Diesel is a lightweight, compact engine with a usable delivery of 65 h.p.



The Kermath 6-474 Diesel provides 113 h.p. at medium duty speeds. Illustrated with built-in Upton combination reverse and reduction gear.



The Sea-Wolf is a dual valve-in-head high speed 225 h.p. six-cylinder, all-marine engine with a proved record of outstanding dependability.



The Sea-Raider V-12 is a 1414 cubic inch, all-marine engine, developing 500 h.p. at usable revolutions—now used extensively in war work.

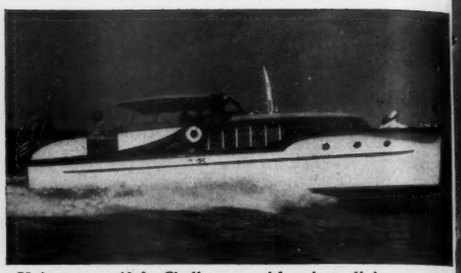
• 25 TO 500 HORSEPOWER

Your Chris-Craft Dealer

BUY CHR

New 16-ft. Special Runabout. Economical to operate, with speed aplenty — to 37 m.p.h. Priced from $995.

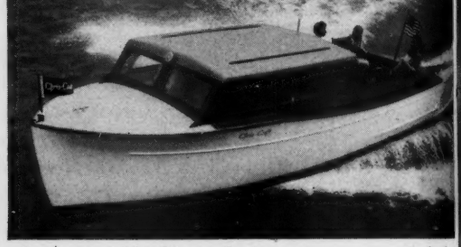
Smart, new 23-ft. Express Cruiser. Speeds to 27 m.p.h. Priced from $1795. De Luxe Navy Top or Canopy Top, extra.



Unique new 40-ft. Challenger, with private living quarters for 3 couples. Speeds to 26 m.p.h. Priced from $10,990.

Pacemaking 17-ft. Special Runabout. Speeds to 36 m.p.h. Priced from $1095. The 17-ft. De Luxe, priced from $1445.

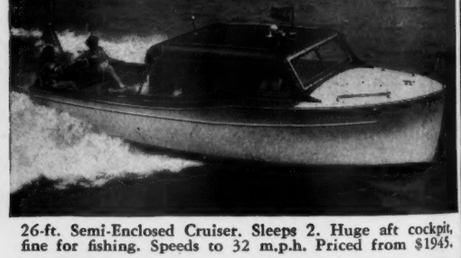
Exciting new 25-ft. Express Cruiser, sleeps 2. Speeds to 36 m.p.h. Priced from $2990. De Luxe Navy Top at extra cost.



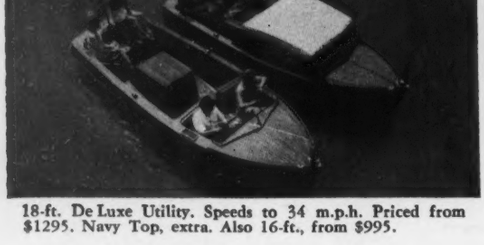
Great new 24-ft. Clipper Cruiser everyone can afford. A real family boat. Speeds to 23 m.p.h. Priced from $1795.

Thrilling new 19-ft. Custom Runabout, with speeds to 41 m.p.h. Priced from $1950. Also 23-ft., priced from $2590.

34-ft. Express Cruiser. Sleeps 4. Speeds to 26 m.p.h. Navy top, standard. Priced from $7290. Also 29-ft., from $4690.

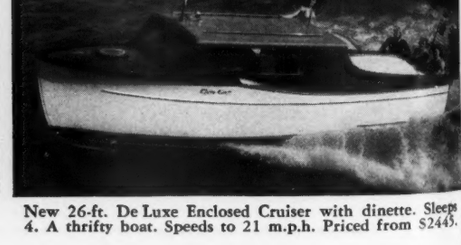


26-ft. Semi-Enclosed Cruiser. Sleeps 2. Huge aft cockpit, fine for fishing. Speeds to 32 m.p.h. Priced from $1945.



18-ft. De Luxe Utility. Speeds to 34 m.p.h. Priced from $1295. Navy Top, extra. Also 16-ft., from $995.

New 40-ft. Express Cruiser. Sleeps 4. Speeds to 27 m.p.h. Priced from $9990. De Luxe Navy Top at no extra cost.



New 26-ft. De Luxe Enclosed Cruiser with dinette. Sleeps 4. A thrifty boat. Speeds to 21 m.p.h. Priced from $2445.

WORLD'S LARGEST BUILDERS OF MOTOR BOATS

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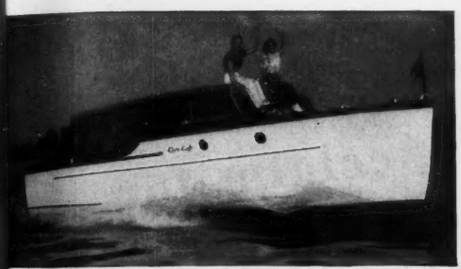
Says "BUY NOW!

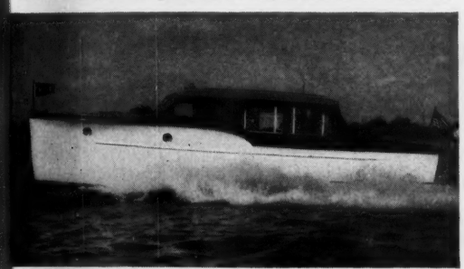
RIS-CRAFT



This new 30-ft. Sedan Cruiser, with comfortable accommodations for 4, offers speeds to 24 m.p.h. Priced from $3390.

Appealing new 35-ft. De Luxe Enclosed Cruiser. Spacious, convenient. Speeds to 21 m.p.h. Priced from $5990.

This 40-ft. Double Cabin Enclosed Bridge Cruiser has private quarters for 4 couples. Priced from $10,600.



32-ft. De Luxe Enclosed Cruiser. Comfortable, beautiful, easy to operate. Speeds to 22 m.p.h. Priced from $4490.

New 35-ft. Enclosed Quarter-deck Cruiser, with separate living quarters for 3 couples. Priced from $6790.

Breath-taking beauty distinguishes this 45-ft. Double Cabin Enclosed Bridge Cruiser. Sleeps 9. Priced from $13,300.

CHRIS-CRAFT IN U. S. DEFENSE

We are building boats for the United States Army, United States Navy and other departments as rapidly as ordered. The new models shown here were designed and built without interrupting our defense activities. Because United States needs come first with Chris-Craft, production is limited.

35-ft. Double Cabin Enclosed Bridge Cruiser. Private living quarters for 3 couples. Priced from $7790.

Luxurious new 45-ft. Double Cabin Enclosed Cruiser with flying bridge. Speeds to 24 m.p.h. Priced from $13,800.

All prices quoted herein are subject to change without notice.

Here are 20 of the great new models in the Chris-Craft Fleet. Each is sturdily built, ruggedly constructed, economical to operate, and represents the last word in the modern marine design. Your Chris-Craft Dealer says, "BUY NOW, BUY CHRIS-CRAFT!" See him today and select the Chris-Craft Runabout, Utility Boat, Express Cruiser or Cruiser that meets your purse and purpose. If you do not know the name of our nearest dealer, write direct to the factory and we'll have a Chris-Craft Dealer deliver, without charge or obligation, a free copy of our new 48-page book in full color showing all the new Chris-Craft models.

Write for a free copy of this 48-page book in full color.

CHRIS-CRAFT CORPORATION

401 DETROIT ROAD • ALGONAC, MICHIGAN

Even the finest navigation instruments and controls are valueless if inadequately lighted. Electronic handles this important function for "Revere."

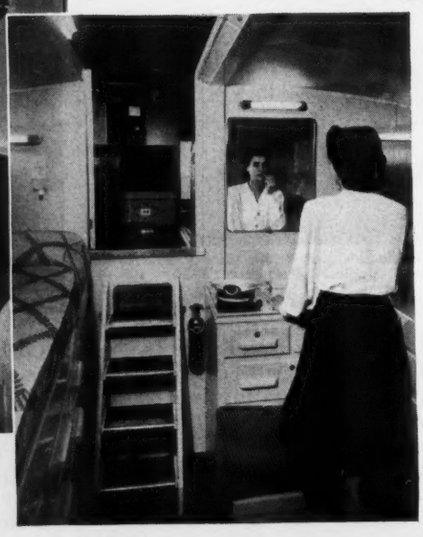
Enthusiastic Acclaim for ELECTRONIC FLUORESCENTS

Atlantic ports of call are echoing the praises of the wonder cabin-cruiser "Revere"! Critical yachtsmen eye with approval her ultra-modern profile . . . her welded, non-corrosive, cupro-nickel construction . . . her luxurious appointments, *not the least of which is the Electronic "Daylight-at-Night" Lighting System.*

For this fluorescent system, the "Revere's" conventional battery current is converted to 110 volts A.C. by two Electronic converters, occupying a space "no bigger than a small tin of biscuits"! Yet they provide cool, abundant fluorescence for every corner of the "Revere" —*twice as bright as conventional lighting with less battery drain.*

Why not enjoy Electronic Fluorescent Lighting on *your* boat? The cost is amazingly reasonable. For full information, address:

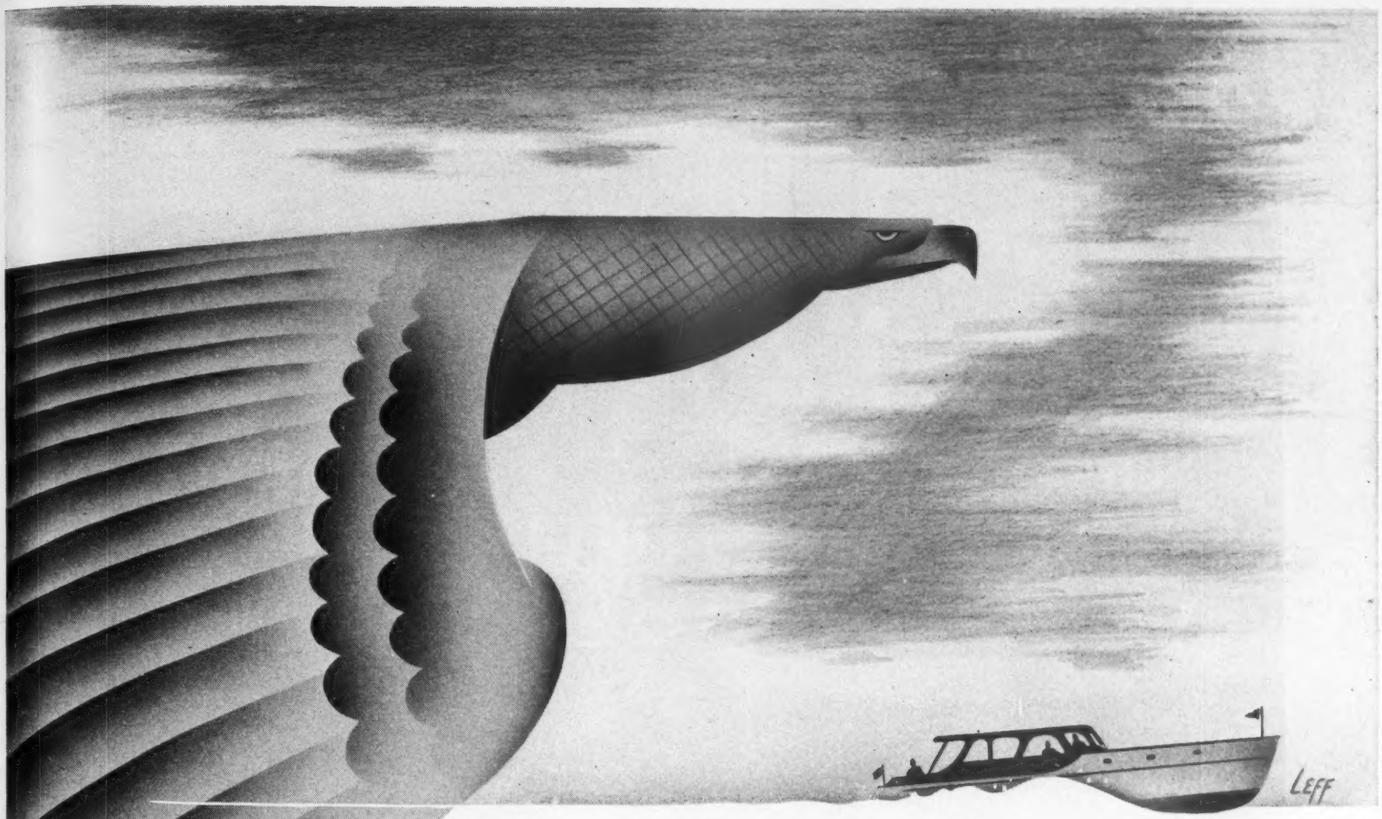
Electronic converters not only make possible modern, restful fluorescent lighting, but can furnish the power to operate the vital ship-to-shore telephone.



Trim fluorescents in the handsome stateroom provide the abundance of cool, *daylight* illumination that lets you see better . . . reduces eye strain and fatigue!

ELECTRONIC LABORATORIES, INC.

MARINE DIVISION, INDIANAPOLIS, INDIANA



Your Personal Freedom of the Seas

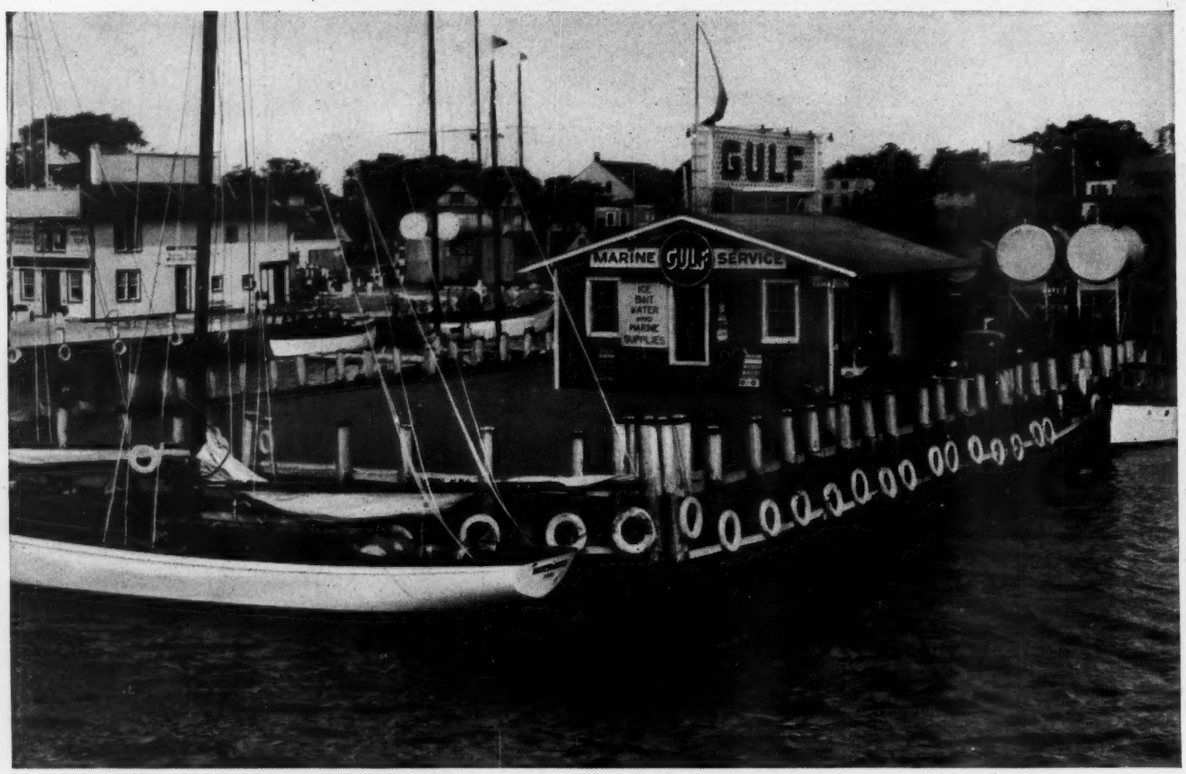
The pleasure of stepping aboard your floating home and cruising, carefree, wherever you will—that's your personal Freedom of the Seas. For 33 years, we at Paragon Gear Works have collaborated with the largest-selling marine engine and boat builders to insure for you the utmost comfort and safety in the enjoyment of that privilege.

Lately, national and personal Freedom of the Seas have been denied multitudes beyond the far horizon. To help preserve both for America, to keep our shores inviolate against aggression, Paragon is, for the second time in its history, active in the production of defense materials.

Until those aims have been achieved there will be fewer Paragon Gears for cruising, and for the time being, some personal pleasure must give way to national security. Then, as once before, Paragon again will be entirely at your service, will resume normal operations with more and even better products to make your personal Freedom of the Seas an incomparable, as well as an inalienable form of recreation.

PARAGON GEAR WORKS, INC., TAUNTON, MASS.

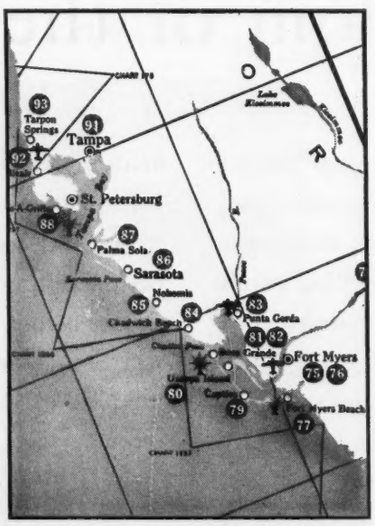
Paragon
REVERSE AND REDUCTION GEARS



Always 'round the bend... always ready for service!

THERE'S always one handy when you want it! That's what hundreds of skippers have discovered about Gulf Marine Service Ports. From Maine to Texas, Gulf Marine Service Ports have been spotted at regular, convenient intervals—so far as is humanly possible. Just glance at the chart at the right (cut from a Gulf Marine Info-Map) and you'll see what we mean.

You see, Gulf is service-wise. We know how much a yachtsman appreciates finding dependable service near when he needs it. The men who manage our Marine Department are yachtsmen . . . and the men who run Gulf Service Ports are old hands. That's why you and your friends can always count on smart, boat-wise treatment at every Gulf Service Port! Make it a habit to stop at . . .



HERE'S WHAT THE CONVENIENT GULF SERVICE PORTS HAVE TO OFFER:

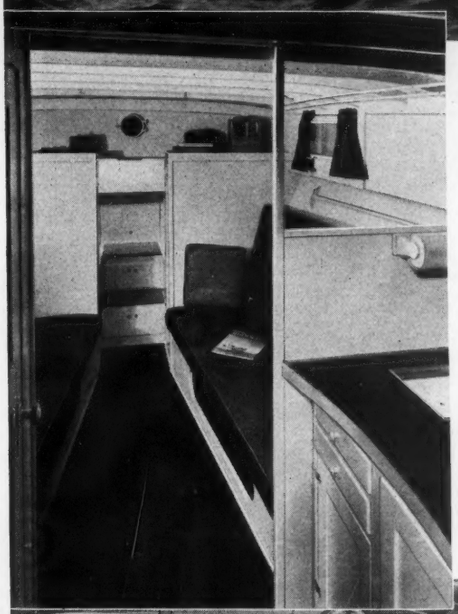
Gulf Marine White Gasoline. Not a landlubber gasoline, but a real sea-goin' type of fuel designed especially for use in boats. Will not sludge up or corrode copper tanks.

Gulfpride Oil. Refined from the finest crudes by means of our special Alchlor Process. By this method *more* of the troublemaking carbon- and sludge-makers are removed before you put Gulfpride in your engine!

These Gulf Services. Ice, Water, Telephone, Free mooring at well-fendered docks, Free Gulf Info-Maps, Free lists of all Gulf Service Ports on Atlantic and Gulf Coasts with detailed listings of all services available.

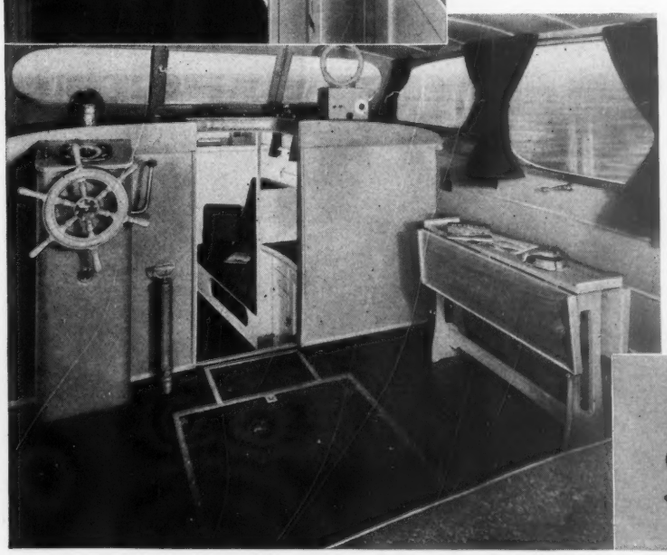
Gulf Marine Service Ports GULF

RICHARDSON'S NEW 33 FOOTER FOR 1942



Forward cabin: (left) Full headroom; modern galley and toilet amidships; loads of locker space; berths in rich blue-gray fabric; gray enamel finish throughout; blue linoleum.

Deckhouse: (below) Blue predominates in the color scheme from linoleum to curtains; walls, to window height, and head lining are upholstered in gray leatherette, trimmed with natural-finish mahogany strips; table and wheel in the same natural finish produce a striking effect. Deckhouse measures 8′-5″ x 9′-3″. Open cockpit, aft, is 5′-6″ deep.



The "Commando"

Fast . . . able . . . daring . . . this new streamlined Richardson is tuned to the times. Smart as she is seaworthy, she's fitted for fun or the sterner job of offshore patrol. The few already built were sold before they touched water. How soon we can build more is any man's guess, but when the time comes she's the ship you'll surely want.

The "Commando" is a practical and comfortable cruising boat with sleeping accommodations for six and several innovations in utility and appearance. Her beam is 10′-8″; her draft 2′-6″. Standard power is a direct drive 91 H.P. Gray. Other equipment complies fully with government regulations.

For complete details, write us or see your nearest Richardson dealer.

RICHARDSON BOAT CO., INC.
North Tonawanda, N. Y.

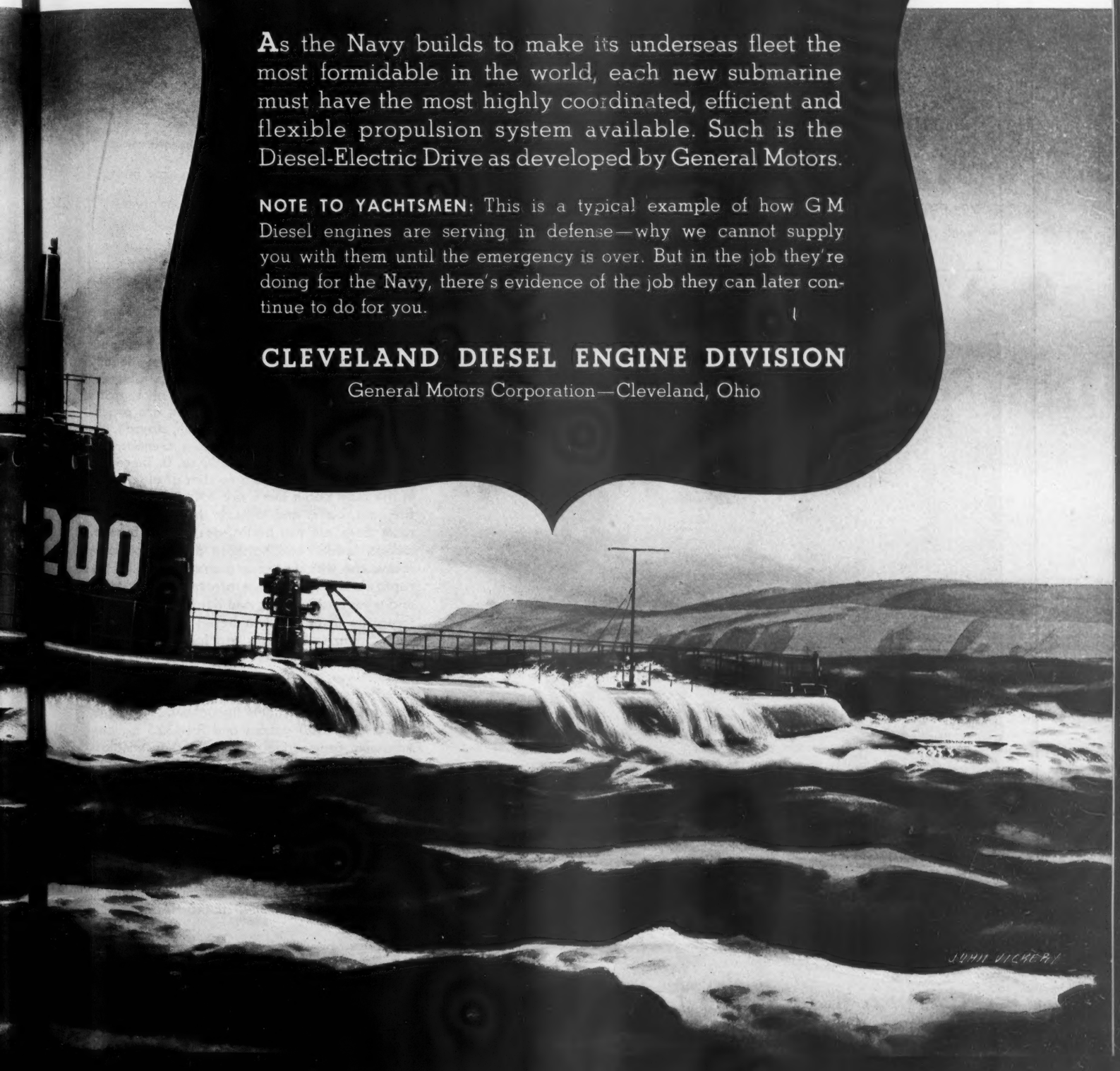
RICHARDSON
Quality **CRUISERS**

UNDER

GENERAL MOTORS

DIESEL

RSEA POWER



As the Navy builds to make its underseas fleet the most formidable in the world, each new submarine must have the most highly coordinated, efficient and flexible propulsion system available. Such is the Diesel-Electric Drive as developed by General Motors.

NOTE TO YACHTSMEN: This is a typical example of how GM Diesel engines are serving in defense—why we cannot supply you with them until the emergency is over. But in the job they're doing for the Navy, there's evidence of the job they can later continue to do for you.

CLEVELAND DIESEL ENGINE DIVISION
General Motors Corporation—Cleveland, Ohio

ROBERT HEARD HALE • 420 LEXINGTON AVENUE, NEW YORK

TELEPHONE—MURRAY HILL 3-7740

YACHTS

YACHTS
SELECTED
TO SUIT
INDIVIDUAL
REQUIREMENTS

FLORIDA CHARTERS

VACATIONS NEEDED! You will have to relax, even though for a short time, after your extra efforts for defense. What better way than on the protected waterways of Florida? There are all types and sizes of yachts available through this office for charter in Southern waters this coming Winter season. Whether you want a cruising houseboat, a fast and luxurious modern Diesel yacht or a 30′ cruiser your need can be fulfilled. There are schooners available, and a few sloops and yawls—a good-sized ketch. It is suggested that you don't wait too long and that you make your arrangements now, even for a late season charter.

FLORIDA REPRESENTATIVE

It is with pleasure that this office announces the appointment of a direct office representative, Mr. John D. Stagg, to assist in the handling of Florida business during the coming season. Mr. Stagg, owner of the schooner BILLY BONES II, is well known to many yachtsmen in Florida where he has been during the Winter season for many years. His headquarters will be at Miami. Whether you may be interested in purchasing a boat or chartering one, or listing your boat with us, Mr. Stagg's services are at your disposal. Write this office and we will put you in touch with him.

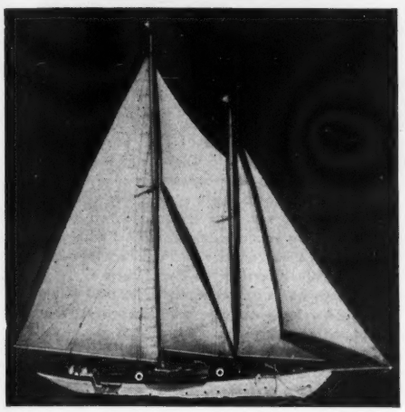
SHOAL DRAFT CRUISING KETCH

The best cruising ketch available in anywhere around this size. Completed in December 1930 and built of the finest materials. Approximate dimensions: 59′ x 47′ x 18′ x 4′. Exceptionally heavily constructed. Fastened with 5″ Everdur screws. Sails (white—accompanying photograph taken when the yacht had tan sails) are practically new and include main, mizzen, staysail, jib, flying jib, and No. 1 and No. 2 Genoas, the former having an area of 1100 sq. ft. There are also a storm trysail and a number of older sails. In the main cabin there are four berths, a gas fireplace, buffet and table. In the owner's stateroom there are two berths, gas heater, bureau, lockers, ladder and hatch to deck. Two bathrooms, one with shower and one with tub. In the captain's stateroom there are two berths, toilet and wash basin, ladder and hatch to deck. In the forecastle there are two berths and toilet and wash basin. Total berths are for eight aft and two forward. Simmons spring beds and mattresses. Average headroom over seven feet. Four burner gas Shipmate in galley. Electric refrigeration. Electric lights throughout. All copper tanks, water 500 gallons and fuel 325 gallons. American Engineering electric anchor windlass and two electric winches forward. 88 h.p. 1936 Universal motor gives her a speed under power of 8 knots. 3 to 1 reduction gear. Has cruised both outside and inside New York to Florida. A good seaboat and a wonderful boat to live on. Well ventilated. Now in commission in Florida with a crew aboard. Ready to go anywhere anytime. For sale or for charter. For further information consult ROBERT HEARD HALE.

ROBERT HEARD HALE • 420 LEXINGTON AVENUE, NEW YORK

Long Range Steel Diesel Cruiser

One of the most unusual power cruisers ever built. Approximate dimensions 40′ x 11′ x 3½′. Built in 1940–41 on the Great Lakes and now located in Florida. This boat is of steel and is built to last. Her power is a 165 h.p. Gray Diesel which gives her an approximate cruising speed of 13 miles and a maximum of 14. Fuel tanks of 750 gallons give her a cruising radius of approximately 1,000 miles. There are accommodations for five in the owner's party and berth for a crew of one man. 32-volt electric plant with a separate generator. Water tank capacity 300 gallons. This boat can last a life time and you never have to worry about dry rot or the seams opening up. Further details will be gladly furnished by ROBERT HEARD HALE.

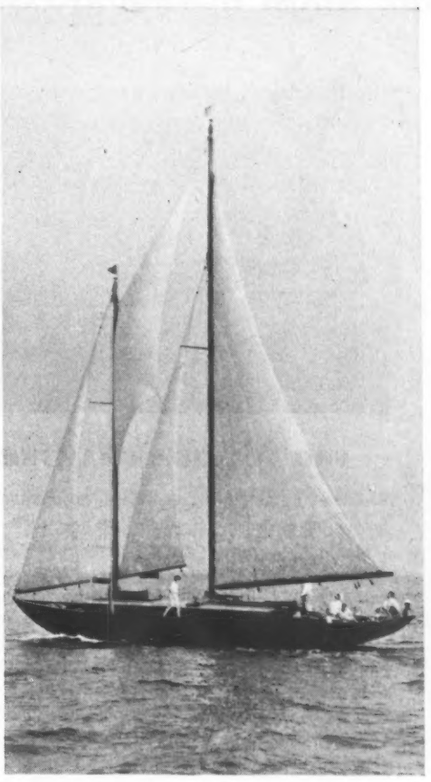


Staysail Schooner Yacht

This beautiful, flush deck schooner is now available. Dimensions: Approximately 70′ x 50′ x 17′ x 8½′; Sails new in 1940. Hull and all bright work recently taken down to the wood and refinished. Motor drives her at a cruising speed of about 8 knots. Accommodations consist of one single stateroom, one double stateroom, two berths in cabin and two in deckhouse, two toilets and shower in owner's quarters. Crew accommodations forward. Complete equipment for cruising. New gas Shipmate stove. Now located near New York City and you can receive full details upon application to ROBERT HEARD HALE.

SHOAL DRAFT STAYSAIL RIG KEEL SCHOONER

An unusual schooner, beamy and comfortable. Approximate dimensions: 57′ x 40′ x 14′ x 5½′. Exceptional headroom, 6′ 8″. Decks and cabin floor are of teak. New 90 h.p. Universal engine in 1940. Sleeping accommodations for six in owner's party. All berths 6′ 8″ long or more. Two crew berths in forecastle. An easy boat to handle due to simplicity of her inboard rig. 1400 sq. ft. of sail. Present owner has found her to be remarkably satisfactory under sail for a shoal draft boat and both seaworthy and stiff. All the usual equipment including deck awnings, cushions, and other extras. Large tank capacities and ice box ample for extended cruises. This yacht located near New York. Further details may be obtained from ROBERT HEARD HALE.



FAMOUS STAYSAIL SCHOONER YACHT

Now available, this well-known yacht was the first in this country with the staysail rig, which has been much copied since. Dimensions: 88′ x 63′ x 16′ 9″ x 11′ 9″. Built of composite construction by Anker and Jensen in Norway from designs by Starling Burgess. Bronze fastened. Hull recently completely re-planked with mahogany and deck re-planked with teak in 1939–1940. Ratsey sails.

Accommodations consist of two single staterooms, one double stateroom, and berths for two in the main cabin; two toilets and one shower bath; quarters forward for a crew of six. Engine is a 180-horsepower Speedway, completely overhauled in 1937, which gives the boat a cruising speed of nine miles. New 110-volt Universal lighting plant installed in 1938. Edison storage batteries. Owner's launch and dinghy. Electric anchor winch. Fuel tank capacities —223 gallons; water tank capacities—400 gallons. Electric refrigeration. Protane gas stove. Hot water system.

This yacht has had the finest care and will be sold with complete equipment and at a greatly reduced price. Offers are invited. Her present location is New York. Further details may be obtained upon application to ROBERT HEARD HALE.

Ingraham Bldg.
Miami, Florida

H. MARSHALL OLIVER

YACHT BROKER SHIP BROKER

Tel.: Miami 3-6244-5
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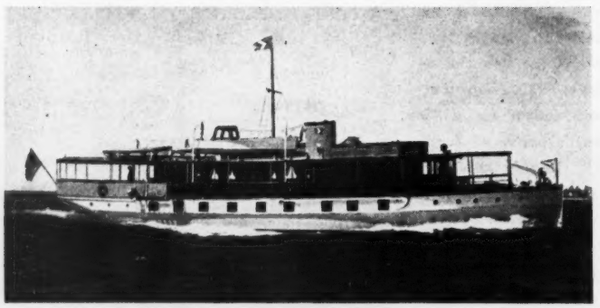
THE MIAMI HEADQUARTERS FOR SALE AND CHARTER THROUGHOUT THE SOUTH

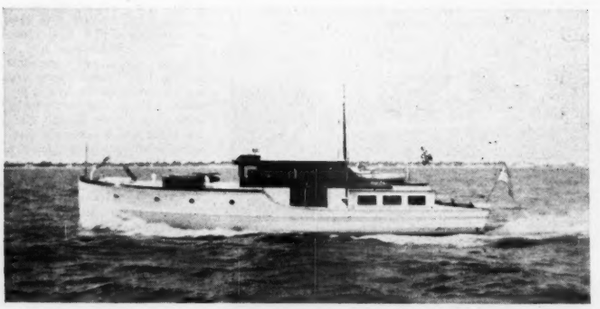


FOR FLORIDA CHARTER AND SALE

Beautiful 98′ recent twin Diesel Mathis House Yacht. She is quite vibrationless because her engines and auxiliaries have been ***successfully rubber mounted.*** Charterers actually have claimed that when below they have been unable to tell if the engines were running. She has two Winton 200 h.p. Diesels which give an easy speed of 12 knots with a large cruising radius.

The yacht has been perfectly kept up and all the brightwork has a piano finish. She is expensively furnished and has an Arcola heating system, electric refrigerators, bottle gas stoves, and a new starboard launch. She has all the screens, curtains, and canvas so important for comfortable cruising and living aboard.

As for her accommodations: there are four spacious double staterooms with four bathrooms, a most commodious deck dining saloon, and a luxurious lounge. Ample crew's quarters are forward. Ask H. Marshall Oliver to tell you more about this yacht.



FOR FLORIDA CHARTER AND SALE

50′ ***Diesel Cruiser,*** with a 100 h.p. Winton giving a cruising speed of 10 knots and a top speed of 12. She is most sturdily constructed of 1¾″ Port Orford cedar, teak trim, and is excellent for offshore cruising. Her Diesel engine has just been rebuilt and the paint and brightwork put into perfect condition.

She has a double stateroom aft opening into the cockpit, where there are two fish chairs. There is another stateroom forward with two upper and two lower berths. Her flared deep sea bow allows more space in this stateroom than you would expect from her 13′ 6″ beam. Crew's quarters for two are to starboard of the spacious galley, and there is still another berth in the deck house.

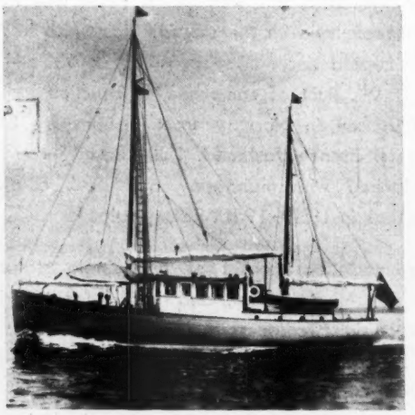
There is 6′ 8″ headroom, which makes her extraordinarily airy, and three spacious wardrobe closets, the largest of which is actually four feet square. The owner has added a diesel generator, an electric refrigerator, and a Shipmate bottled gas stove. Her operating cost is extremely low—only 28c an hour for fuel—and the price of this unusual yacht (either for sale or charter) is very reasonable. H. Marshall Oliver will furnish details and make arrangements.

FOR SALE IN FLORIDA

Smart and Fast. 42′ Chris-Craft Sedan Cruiser, only one year old and in perfect condition throughout. She has two Chris-Craft 135 h.p. engines and cuts through the water at 24 miles an hour.

She sleeps six comfortably: has one double stateroom, a dinette that makes up into a double berth, and there is another double berth in the enclosed deck house. The engine room is sound insulated, there is a separate generator, a heating stove near the dinette, a Northill anchor and two spare propellers.

This streamlined yacht is in sparkling condition inside and out, is beautifully furnished and well planned for luxurious living aboard. She is now in wet storage under cover, and the only reason you have a chance to purchase her is that the owner is buying a larger yacht. Let H. Marshall Oliver know when you would like to see her.



Seaworthy 60′ Diesel Motor Sailer, designed by Sparkman Stephens and built by Davis, of Solomon's Island. Her Fairbanks-Morse Diesel gives a speed of 10 knots, her cruising radius is 2,000 miles, and she has enough sail area to really sail. She is in very good condition and is now in wet storage in Miami.

FOR SALE IN FLORIDA

As many fond owners do, various improvements have been added to this yacht since her purchase; *i.e.*, Bendix Holmes automatic steering, Edison batteries, a Diesel generator, a Lux fire extinguishing system, an electric refrigerator, and a Shipmate gas stove.

Her accommodations are splendid: a roomy deckhouse, due to flying bridge controls, two double staterooms, two showers and two toilets, and crew's quarters for two forward. For living aboard or for cruising her ample closet and stowage space and her two cheery fireplaces make for comfort and convenience. She is low priced, too. H. Marshall Oliver can tell you more about this motor sailer.

COMPLETE LISTING OF AVAILABLE HOUSEBOATS AND CRUISERS OF ALL SIZES

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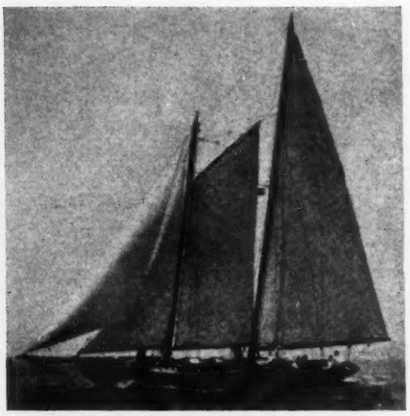
THE MIAMI HEADQUARTERS FOR SALE AND CHARTER THROUGHOUT THE SOUTH



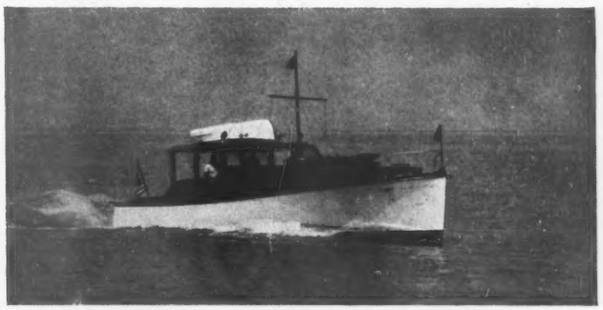
FOR FLORIDA CHARTER

Remember ***Pinta?*** Some time or other you must have read of her interesting cruises and wished ***you*** could have been aboard. Now is your chance!

She is a really able offshore cruising schooner, 58′ long, 14′ 6″ beam, and draws about 8′. The deck is most spacious and is covered with awnings for comfort when in port. She has a large stateroom with one double and one single berth, and four berths in the attractive main cabin, where there is a tile stove just in case the hard-working tropical sun takes a holiday—which, fortunately, is hardly ever does.

Pinta is in first class condition throughout and she can take you (or you can take her) anywhere at all. Her heavy duty Red Wing 35 h.p. engine gets you past the calm spots very nicely.

The crew consists of a captain and a cook-sailor, and a steward can be added if you wish. You will be pleasantly surprised at the low charter price. H. Marshall Oliver will handle all arrangements for you.



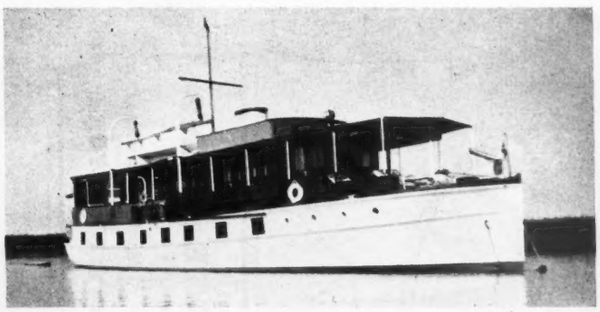
FOR SALE IN FLORIDA

40′ ***Sport Fishing Cruiser*** with two Speedway 100 h.p. engines, giving an easy 16 miles.

Here is the yacht you have been looking for if what you want is a truly well constructed little ship that can take you fishing or cruising offshore. She is one of the famous Consolidated Playboats, as well built as an 80- or 90-foot yacht. Her reverse levers, shafting, stuffing boxes, struts, stub shafts and propellers are of ***bronze;*** the exhaust pipes are ***copper;*** and the deck hardware is ***brass*** and ***bronze,*** chrome plated. All of her equipment is of the very best quality. In addition, she has such extras as a Lux Fire Extinguishing system and a half-mile ray searchlight.

And she is comfortable. She sleeps four, is nicely furnished, and has a convenient galley with a four-burner Shipmate stove.

This little yacht, which has been in commission for only two seasons, has had extremely good care. Yes, she is reasonably priced. More information can be had from H. Marshall Oliver.



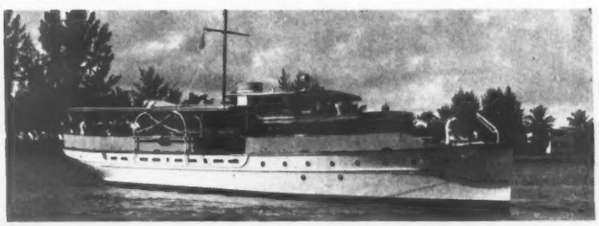
FOR SALE IN FLORIDA

Twin Diesel House Yacht, *75′* long. Her two new Cummins 150 h.p. Diesels were installed last year and she can easily do 10 miles. As a matter of fact, the entire yacht was rebuilt and luxuriously furnished last year, new large fuel and water tanks installed, and has not been used since but has been in wet storage under cover. The owner has just put her in commission after having had every inch of brightwork and paint renewed. She looks beautiful and her general condition is so excellent that there can be no question of her passing the most rigid survey.

She has pilot house controls, spacious decks, and a deck lounge that is actually 18 feet long! There are two large double and one single staterooms, 2 baths, two toilets, and crew's quarters for five aft.

The owner has equipped her with an R.C.A. ship-to-shore telephone, an oil-burning Arcola hot-water heating system, a new 5-kw Diesel generator (there is no gasoline aboard at all), four Frigidaire refrigerators, an 18 ft. starboard power launch and a 16-ft. outboard crew launch.

This yacht is being offered at only the expense involved in the work done on her last year. H. Marshall Oliver would like to hear from you.



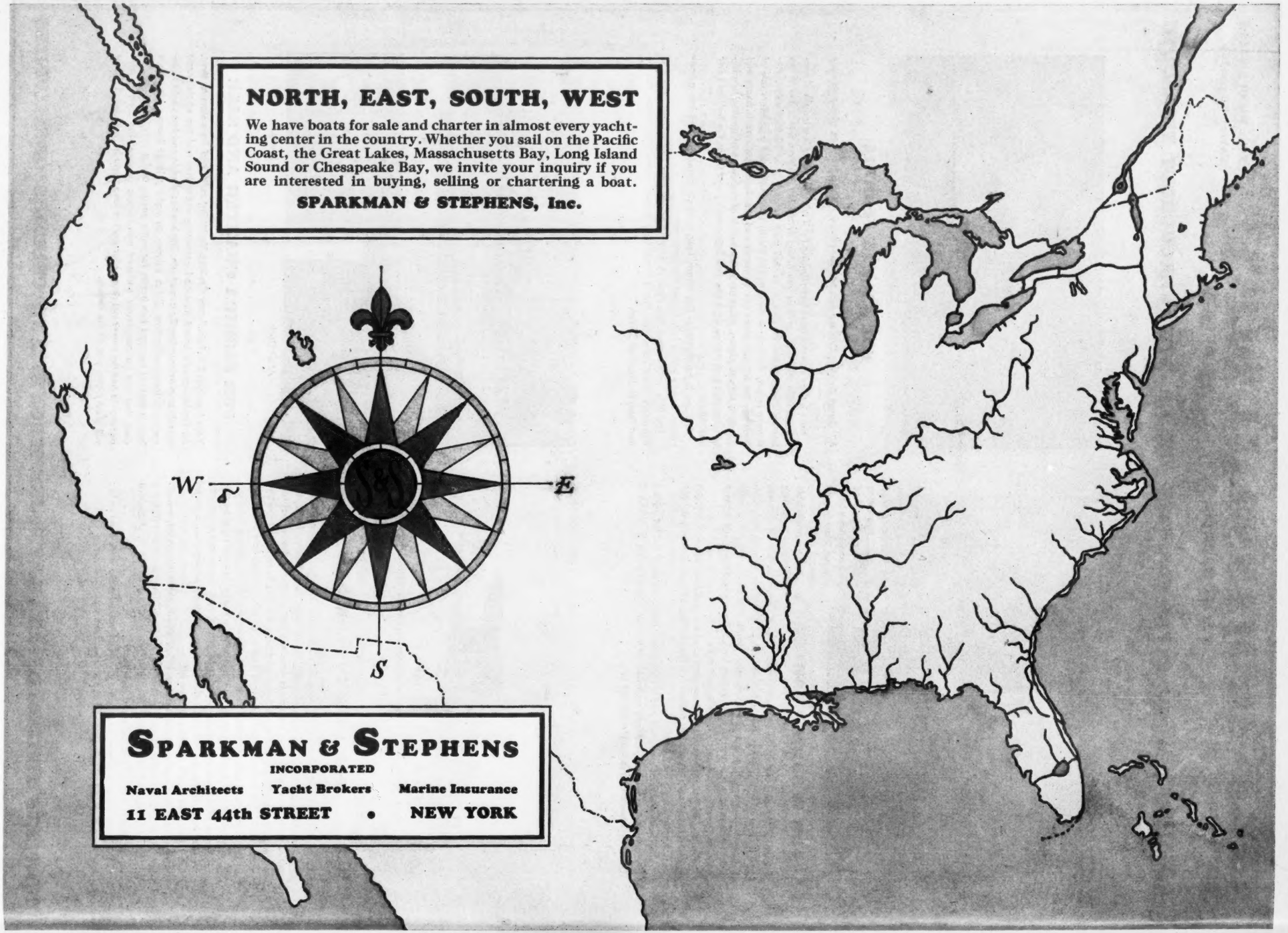
After Deck

Lounge

FOR FLORIDA CHARTER AND SALE

Very luxurious 85′ Twin-Screw Cruising Yacht, just refinished from stem to stern. All furnishings are brand new and extremely expensive, and the whole yacht was done in extraordinarily good taste. She has two double and two single staterooms; a large, attractive dining saloon; an equally large lounge aft with a built-in cocktail bar and two berths for extra guests; and a very spacious after deck that can be completely enclosed with canvas curtains. The crew is most agreeable and the owner will charter for short or long periods. H. Marshall Oliver will gladly give you all the details.

COMPLETE LISTING OF AVAILABLE HOUSEBOATS AND CRUISERS OF ALL SIZES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We have boats for sale and charter in almost every yachting center in the country. Whether you sail on the Pacific Coast, the Great Lakes, Massachusetts Bay, Long Island Sound or Chesapeake Bay, we invite your inquiry if you are interested in buying, selling or chartering a boat.
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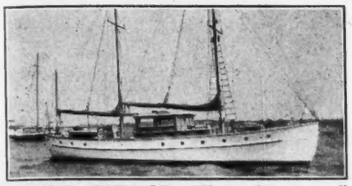
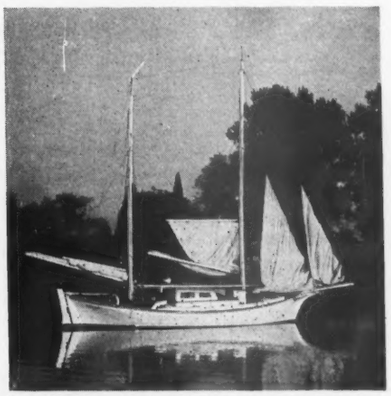


No. Y-4937 — FOR SALE — 63′ sea-going motor sailer, designed by Hand. Four berths in main cabin, double stateroom. SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York.

No. Y-9219 — FOR SALE — 28′ open launch. Ideal for either afternoon parties or would make fine club launch. For further information consult SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York.

No. Y-823 — FOR SALE — 38′ W/L auxiliary ketch, designed by Alden. Four berths in main cabin, double stateroom and a removable deck shelter. SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York.

No. Y-7100 — FOR SALE — One of the popular Islander sloops, built in 1939 from our designs. Sleeping accommodations for three, lead keel, hollow spars. SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York.



No. YM-198 — FOR SALE — Shoal draft auxiliary ketch, 28′ x 26′ x 9′ x 4′ 2″. Two berths in main cabin, plainly built, plainly finished. SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York.

No. Y-7200 — FOR SALE — Lawley 110. This class is growing rapidly and is highly recommended to those seeking an inexpensive out and out racing boat. SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York.

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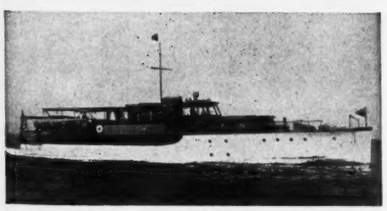
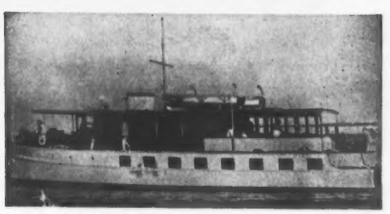
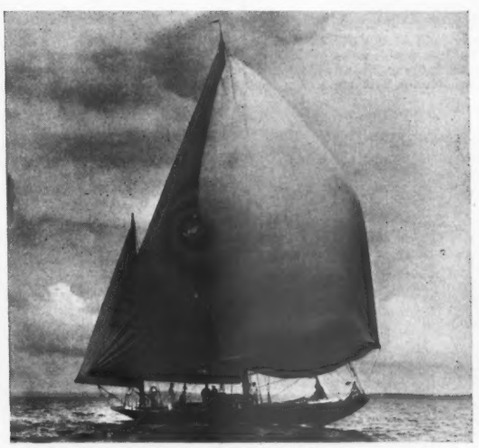


NO. 7309-Y — FOR SALE OR CHARTER — Unusually attractive twin-screw Diesel yacht of recent build. Further particulars upon request.



NO. 7976-Y — FOR CHARTER — Twin-screw Diesel powered houseboat. Has been maintained in excellent condition. Inspectable in New York.

NO. 6201-Y — FOR SALE — 60′ o.a. Auxiliary ocean-going schooner, finest materials, built by Nevins. Planking, deck and trim of teak. Unusually good racing record.



NO. 5495-Y — FOR SALE — 80′ o.a. Diesel powered racing and cruising yawl. Composite construction, good accommodations in natural wood paneled throughout. This yacht in splendid condition, very fast, quite reasonably priced.

NO. 6245-Y — FOR SALE — 42′ o.a. Diesel powered motor sailer. Very attractively arranged and in excellent condition. Fully equipped. Priced to sell.

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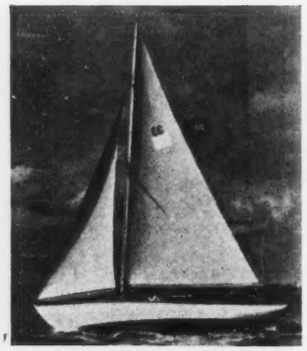

No. 5103 — Unusual opportunity to purchase 1941 Coastwise Cruiser delivered in August. 36′ 5″ x 26′ x 9′ 9″. Accommodations for four with stateroom forward. Owner will sell at a substantial discount.

No. 5132 — One of the few used 1941 Matthews 38′ sedans available. Has standard layout for six people. Twin screw, 19-mile speed. We also have a 1937 twin-screw Matthews 38′ deluxe special sedan with dual controls, ideal for sport fishing. Both boats offered at attractive prices.

No. 5131 — This is no boat for the rocking-chair yachtsman but she is the answer to the blue water sailor's prayer. 48′ x 39′ x 14′ 4″ x 8′ with bulwarks a foot high all around. A fo'cas'le like a Gloucester salt-banker with 7′ headroom, four berths and galley. Room amidships for four more berths or tons of stowage. New Gray Diesel in separate compartment aft. Rebuilt 1941 at cost of over $3000, plus engine. Rigid survey invited.

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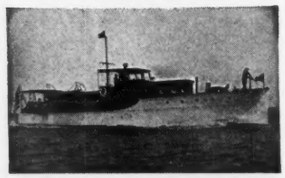
No. 4892 — One of the most attractive small motor sailers on the market. Handles unusually well under either sail or power. Dual steering positions. Sleeps four comfortably. Built to best specifications in 1939.



No. 3535 — One of the last two Lawley 68 footers built. Has been unusually well cared for and will stand a most rigid inspection. This boat would be ideal for the qualified yachtsman who may wish to enter the Coast Guard Reserve in his own boat. Offered to settle an estate.

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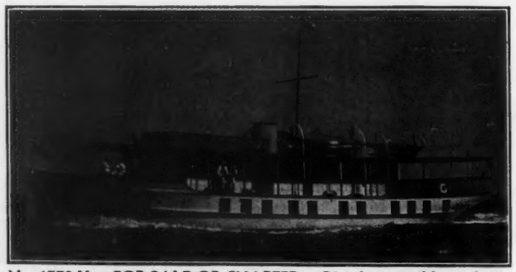
No. 1772-Y — FOR SALE OR CHARTER — Recently built Mathis 61′ house-boat cruiser. Powered with two Buda-Diesel motors. Three double staterooms, two baths, dining saloon and lounge in deckhouse. Entire yacht and equipment in excellent condition throughout. In commission. Now in Southern waters.



No. 1770-Y — FOR SALE OR CHARTER — Diesel powered house boat. 95′ over all, 20′ beam, 4′ draft. Powered with two 200 h.p. Winton-Diesel motors. Four large staterooms and baths. Spacious dining saloon and living room in deckhouse. Large after deck. Now in commission, in Florida.

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Naval Architect and Yacht Broker

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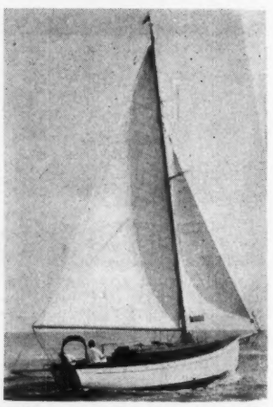
MIDDLETOWN, CONNECTICUT

No. 3564 — Warner Marconi cutter, 37′ 1″ x 27′ 4″ x 10′ 1″ x 6′ 0″. Built 1939. Gray 4-30 motor. Accommodates five. Lead keel, hollow spar, teak trim. Attractive boat. Reasonable price.



No. 2821 — Warner designed Marconi sloop, 25′ 9″ x 22′ 8″ x 9′ 1″ x 4′ 8″. Built 1936. Kermath motor. Accommodates two to four. Full headroom. New working sails, Genoa and Spinnaker 1941. Fine condition, attractive price.

No. 3330 — Alden Coastwise sloop, 36′ 5″ x 26′ 0″ x 9′ 9″ x 5′ 3″. Built 1939. Ratsey sails, Gray motor, accommodates four. Well kept, fair price.

No. 3810 — Furnan's Marconi sloop, 29′ 1″ x 25′ 2″ x 10′ x 4′ 4″. Built 1937. Red Wing motor, accommodates four. Attractive price.

No. 3546 — For Sale. Sparkman & Stephens "Islander," 30′ x 23′ x 8′ 4″ x 4′ 9″. Built 1939. Accommodates three and one in cockpit. Gray motor.

No. 3166 — Hand motor sailer, 35′ x 34′ x 11′ 4″ x 4′ 2″. Built 1935. Chrysler 6–60 reduction gear motor new 1940. Accommodates four and one in deckhouse. Low price.

No. 3796 — Geiger design modern double cabin power cruiser, 42′ x 11′ 8″ x 3′ 2″. Built 1938. Everdur fastened. Two Kermath 95 h.p. motors, new 1941. Speed 14. Two double staterooms and berth for one crew. Very reasonably priced.

No. 3820 — Matthews Sailer, 25′ 7″ x 22′ x 8′ 6″ x 2′ 8″. Built 1935. Accommodates three. Gray motor. Price $1500.

No. 3221 — Consolidated twin stateroom cruiser, 39′ x 11′ x 3′. Built 1935. Accommodates six. Twin Kermath Sea Queen motors. Reasonably priced.

No. 3826 — For Sale. Overniter Class Sloop, 31′ 4″ x 23′ 6″ x 8′ 6″ x 4′ 7″. Built 1940. Accommodates four. Universal 4–25 motor. Ratsey sails.

No. 3799 — Rhodes Little Sister sloop, 27′ 2″ x 22′ 1″ x 8′ 3″ x 4′ 2″. Built 1939. Accommodates two to four. Gray motor. Fair price.

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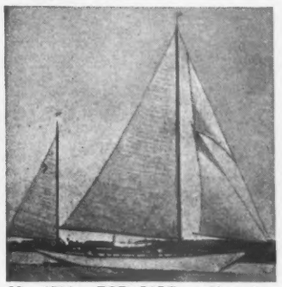

No. 1714 — FOR SALE — 68′ moderate draft auxiliary yawl. Accommodations for seven and crew. Motor, rigging, sails and other equipment in beautiful condition. For further particulars, communicate with YACHT SALES & SERVICE, Inc., 1529 Walnut Street, Philadelphia, Pa.

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No. 1776 — FOR SALE — 32′ x 29′ x 9′ 6″ x 5′ auxiliary ketch, built in 1939, and powered with Gray 4–22 motor. Comfortable accommodations for four. Headroom 6′ 1″. Sails, equipment and furnishings in A-1 condition. Ready for immediate use. *For further particulars, communicate with* YACHT SALES & SERVICE, Inc., 1528 Walnut Street, Philadelphia, Pa.

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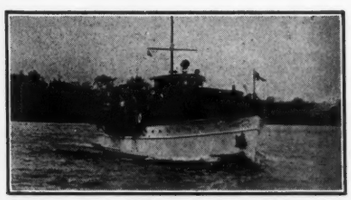

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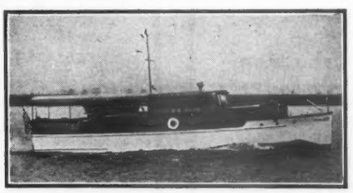
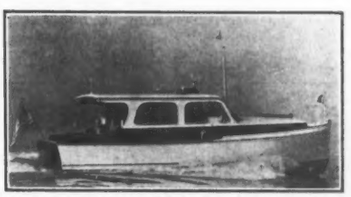
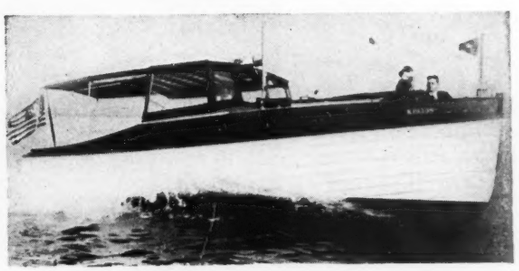


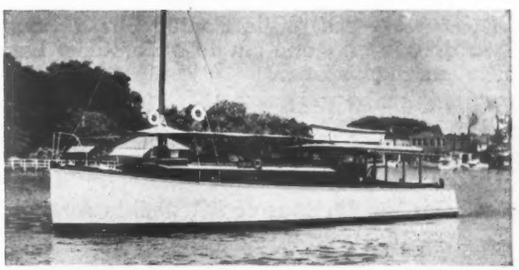
54-Foot A.C.F. Twin Screw 175 h.p. Hall-Scott motors, beautifully equipped, affording unusual accommodations, bath (tub and shower). This is the latest of these famous 54-footers and will stand the most rigid inspection.



38-Foot DeLuxe Matthews Sedan. Only used 12 hours. Crew's quarters forward, owner's cabin sleeps two. Hot water shower bath. Powered by twin Kermath 110 h.p. engines with reduction gears. A new boat at used boat price.



32-Foot Banfield Cruiser. 32′ Banfield Sea Skiff, new 8-cylinder Kermath reduction gear motor, just installed. A fine cruiser for any man, especially fine for deep sea fishing. Priced low.



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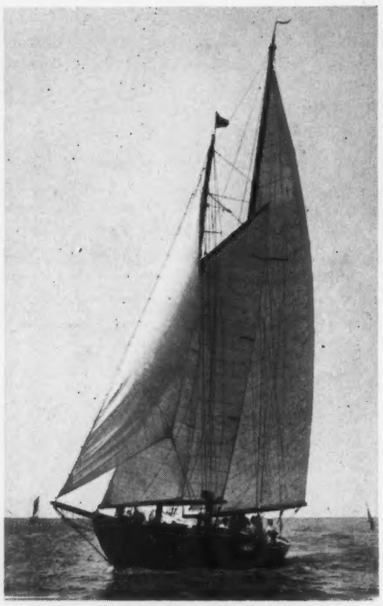
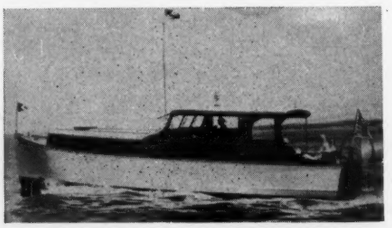
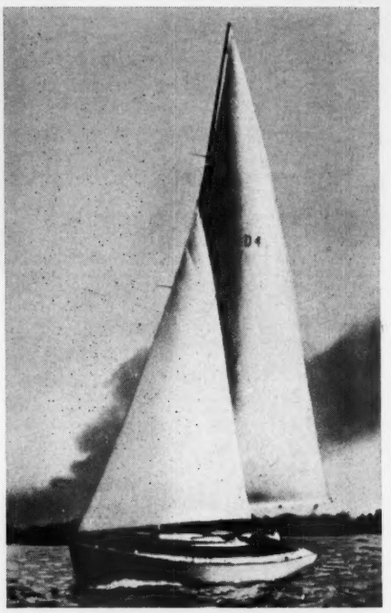


● Here is an Alden schooner which we believe is one of the best buys of the year. She is 52′ x 38′ x 12′ x 7′ 4″. She was built by F. F. Pendleton and has a new rig which was put in in 1936. Her foremast is extra tall which allows carrying larger headsails. The accommodations include a double stateroom aft and four berths in the main saloon. The galley is forward as are the crew's quarters. A new Scripps motor was installed in 1939. The yacht was not used in 1941 and is in very attractive condition. *Refer to File 248.*

● This 42′ custom-built cruiser is offered for sale at a very attractive price. She was built in 1938 of high grade materials and her present engines which are Kermaths were installed in 1941. There are two double cabins and separate quarters for crew. There are numerous extras. *For complete information refer to File 1782.*



● We have available a number of smart stock cruisers. Among them are a few Consolidated 39 footers similar to the one shown above. This particular boat was built in 1935 and is powered by twin Kermath motors. This yacht has been used very little and has been beautifully maintained. Her equipment which includes many extras is in perfect shape. *For further details refer to File 1883.*



● Here is a smart good looking auxiliary cutter, built in 1938 of the very highest grade of construction. The dimensions are: 28′ 6″ x 22′ x 9′ x 4′ 7″. She was designed by the late Charles MacGregor and is in wonderful condition. She has good accommodations for three, Honduras mahogany trim, light sails and Gray Seascout motor. She is being offered at a reasonable price and will require very little commissioning work for 1942. *Refer to File 3995.*

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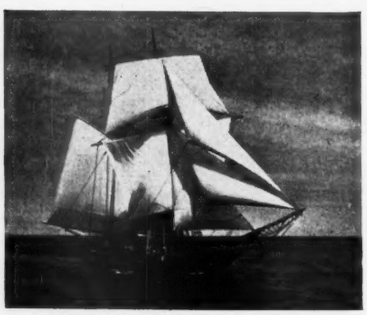

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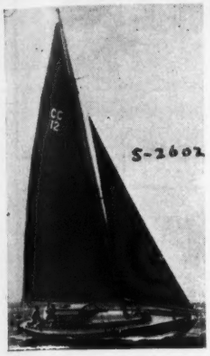

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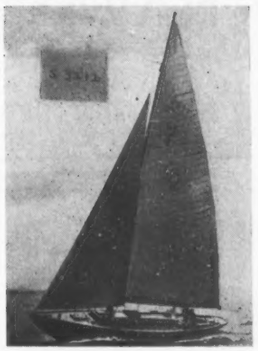

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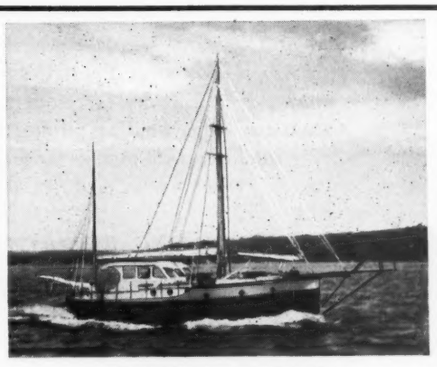

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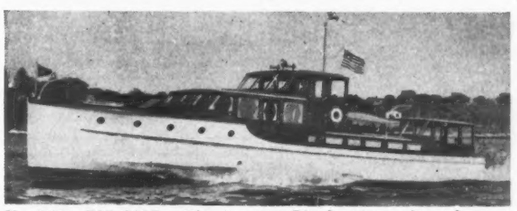

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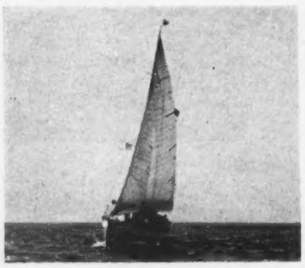

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YACHTING

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YACHT CLUB NEWS AND COMMENT

George Roosevelt Heads N.Y.Y.C.

▶ Last month, Commodore E. Townsend Irwin, who has been at the head of the New York Yacht Club for the past three years, retired and George E. Roosevelt, vice commodore, was elected to succeed him. Other officers are: Vice commodore, Gerard B. Lambert; rear commodore, deCoursey Fales; secretary, Colgate Hoyt; treasurer, George T. Bowdoin. The race committee will be made up of Robert B. Meyer, Innis O'Rourke and Drake H. Sparkman. John B. Shethar and C. Sherman Hoyt were chosen to fill the vacancies in the committee on racing appeals left by the deaths of Clifford D. Mallory and Philip J. Roosevelt.

The schooner *Mistress* will be the new flagship of the club. Vice Commodore Lambert now owns the 30-footer *Elena* and Rear Commodore Fales the schooner *Nina*.

The Albany Race

▶ The Middle Atlantic Outboard Association plans to hold the classic Albany-New York Marathon as usual in the spring. The final date has not been set but it will be either Sunday, May 10th, or May 17th.

Election at Noroton

▶ At a meeting of the board of directors of the Noroton Yacht Club held late in November, Gordon C. Aymar was elected commodore to succeed Paul H. Smart who has held that office continuously since the organization of the club in 1938. Howard Nash was reëlected vice commodore. Other officers are: Luther Richardson, secretary, Paul H. Smart, treasurer, and Victor D. Vickery, assistant treasurer.

Ice Yachtsmen Elect

▶ Philip Haebler, of the Rumson Ice Yacht Club, was elected president of the Eastern Ice Yachting Association at a meeting held in New York recently. The vice president is Addison J. Howland, of the Monmouth Ice Boat Club. Ray Ruge, of the Hudson Highlands Ice Yacht Club, was again chosen as secretary and treasurer. The meeting of the Association's executive committee approved a number of changes in the rules governing the conduct of the title regattas.

The annual championship regatta is scheduled to be held, weather and ice conditions permitting, on Greenwood Lake, New Jersey, on January 31st and February 1st.

Cambridge Yacht Club

▶ The officers who will guide the destinies of the Cambridge Yacht Club, of Cambridge, Maryland, for the coming year are: Commodore, Henry L. Johnson; vice commodore, S. Lambert Byrn; rear commodore, Howard M. Sherman; secretary, John H. Crosby; treasurer, Howard W. Simmons.

CALENDAR

Indoors

January 5 — Preliminary Meeting, all classes of Inboard Displacement Runabouts, Penn Athletic Club, Philadelphia, Pa.
January 14 — Meeting of Gold Cup Contest Board and all classes of Inboard Hydroplanes, Hotel Lexington, New York.
January 15 — Final Meeting, all classes of Inboard Displacement Runabouts, Hotel Lexington, New York.
January 15 — Council Meeting, A.P.B.A., and Annual Meeting, A.P.B.A., Hotel Lexington, New York.
January 15 — Cruising Club of America, Annual Meeting, New York Yacht Club.
January 16 — North American Yacht Racing Union, Annual Meeting, New York Yacht Club.
January 16 — National Association of Engine and Boat Manufacturers, Annual Meeting, Hotel Commodore, New York.
January 16–17 — United States Power Squadrons, Annual Meeting, Hotel Astor, New York.
January 17 — Comet Class Yacht Racing Association, Annual Meeting, New York Yacht Club.
January 17 — Snipe Class International Racing Association, Annual Meeting, Hotel Shelton, New York.
January 24 — National Outboard Racing Commission, Annual Meeting, Hotel Lexington, New York.
March 2–7 — Motor Boat and Sportsmen's Show, Commercial Museum, Philadelphia, Pa.
April 4–12 — Boat and Sports Show, Coliseum, Chicago.

Outdoors

Sail

January 24–31 — International Star Class Races. Bacardi Trophy, January 24, 25 and 28; Trophy of Cuba, 26, 29 and 30; Team Race, United States *vs.* Cuba, January 31. Habana Y.C., Habana, Cuba.
February 7 — Sir Thomas Lipton Trophy Race, Biscayne Bay Y.C., Miami, Fla.
February 10 — Miami-Nassau Ocean Race, Miami Y.C. and Nassau Y.C.
February 13 or 14 — Governor's Cup Race, Nassau Y.C., Nassau, Bahamas.
February 13–15 — Midwinter Regatta, Comet Class Y.R.A., Don Q Trophy, Club Nautico de San Juan and San Juan Blue Comet Fleet, San Juan, P.R.
February 22 — Regatta, Palm Beach Y.C.
February 24–27 — Annual Sunburn Dinghy Regatta, Biscayne Bay Y.C., Miami, Fla.
March 1 — Regatta, Tampa Yacht and Country Club, Tampa, Fla.
March 6–8 — Regatta, Clearwater Y.C., Fla.
March 7 — St. Petersburg–Habana Race, St. Petersburg, Habana and Miramar Y.C., St. Petersburg, Fla.
March 13 — Habana–Key West Race, Habana and Key West Y.C., Habana, Cuba.
March 24–30 — International Star Class Spring Championship Series and Johnny Walker Cup Series, Nassau, Bahamas.
March 29 — Regatta, Miami Y.C.
April 10 — Regatta, Daytona Beach Y.C., Fla.
May 3 — Opening Day Parade on San Francisco Bay, Pacific Interclub Y.A.
May 9–10 — First Championship Races, Y.R.A. of San Francisco Bay, Tiburon-Vallejo and return, Corinthian Y.C.
May 24 — Second Championship Races, W. R. Hearst and San Francisco Examiner Trophies, Y.R.A. of San Francisco Bay.
June 7 — Lightship Race, from Golden Gate and return, Aeolian Y.C., San Francisco.
June 21 — Third Championship Races, Y.R.A. of San Francisco Bay, Richmond Y.C.
June 27 — Farralone Island Race from Golden Gate and return, San Francisco Y.C.
July 24–26 — Invitation Regatta, Edgartown Y.C.
August 6–8 — Twenty-first Annual Regatta, Miles River Y. C., St. Michaels, Md.
August 9–10 — Annual Regatta and Lightships Race, Nantucket, Y.C. (Tentative).
August 10–14 — Annual Regatta, Inter-Lake Yachting Association, Put-in-Bay, Ohio.
August 23 — Fourth Championship Races, Y.R.A. of San Francisco Bay, Berkeley Y.C.
September 4–7 — Race, San Francisco to Santa Cruz.
September 13–20 — Fifth Championship Races, Y.R.A. of San Francisco Bay, St. Francis Y.C.

Power

February 15 — New Smyrna Beach, Fla.
February 20–21 — Palm Beach Y.C., Fla.
February 28–March 1 — Miami, Fla.
March 7–8 — Lakeland, Fla.
March 14–15 — Bradenton, Fla.
March 20–21 — St. Petersburg, Fla.
March 28–29 — Cocoa–Rockledge, Fla.
April 4–5 — Jacksonville, Fla.
August 6–8 — Twenty-first Annual Regatta, Miles River Y.C., St. Michaels, Md.

Sunburn Regatta Date Shifted

▶ To avoid conflict with the Miami-Nassau and St. Petersburg-Habana ocean races, the regatta committee of the Biscayne Bay Yacht Club has shifted the dates for its annual sunburn regatta to February 24th to 27th. This puts Miami's famous small boat event halfway between the principal winter ocean races and gives northern yachtsmen who get down for a winter vacation a better opportunity to diversify their sailing.

Races will be held for Comets, Snipes, Moths, Class X Dinghies, Class D Dinghies, and the Biscayne Bay 19-foot class.

News from Essex

▶ At the recent annual meeting of the Essex Y.C., of Essex, Connecticut, Samuel Wetherill was reëlected commodore. Other officers of the club chosen at the meeting are: H. Martyn Baker, vice commodore, Fred W. Freeman, Jr., rear commodore, E. V. D. Wetmore, treasurer (reëlected), and Peter H. Comstock, secretary.

The Red Cross Blood Bank

▶ "Spun Yarn's" description, in YACHTING for December, of the Red Cross Blood Bank and what it means to all of us couldn't have been better even if it had been written after December seventh. Needless to say, the whole program has been stepped up and *your* blood and that of thousands of others is sorely needed.

The whole process takes only half an hour of your time and is under the supervision of physicians of recognized standing. It's painless and harmless. The local Red Cross Chapters in the following cities are awaiting *your* phone call: New York, Philadelphia, Baltimore, Washington, Buffalo, Rochester, Pittsburgh, Indianapolis, Detroit, Boston, Cleveland, Cincinnati, Chicago, St. Louis, Los Angeles and San Francisco.

Virginia Yacht Club Elects

▶ New officers for the Rappahannock River Yacht Club, of Irvington, Virginia, were elected at the annual meeting held not long ago. They are: Commodore, Carter M. Keane, of Kilmarnock; vice commodore, Frank C. Hatch, of Weems; rear commodore, James J. Faye, Ottoman; secretary, Dr. Lee S. Liggan, Irvington; treasurer, William R. Rowe, also of Irvington. Trustees for the new year are: Robert Y. Barkley, of Weems; James C. Lamb, Warsaw; W. T. James, Jr., White Stone; Caskie Norvell, Jr., Remo; and Heath J. Rawley, Richmond.

Sorry, Gentlemen!

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Maybe someday you can have your new LUX or LUX-O-Matic System. Today it's going to the U. S. A.

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AROUND THE CABIN LAMP

Making 'Em Whole Again

▶ "A little knowledge is a dangerous thing," growled the cook half to himself as he hove out the dishwater and hung up the dishpan with a bang.

"That doesn't mean that you have a license to take out your grouch on the ship's gear," reminded the Old Man placidly. "Just what's your trouble, anyhow, and how the devil did knowledge ever cause you to get fouled up with anything?"

"A man is a fool to pursue a hobby," declared the cook, "and 'twas a hobby that has, maybe, lost me a good friend."

"You sound as if you'd been tackling the vanilla extract," accused the Old Man. "Loosen up and tell us the yarn."

"Well," the cook started hesitantly, "it isn't exactly a love affair and yet the peculiar feeling that a man has for an old boat can't actually be called anything but affection. You know how it is; you use a boat until she's ready to drop to pieces and you mourn every time you try to patch her up and find one more place where nails won't hold and caulking won't stay put.

"Well, I've got a peculiarity that's even worse. It makes me almost shed tears to see these old wrecks abandoned and broken up. I've had a little bench in my basement for years and there's always some kind of a little boat there, getting new timbers, new stem, new thwarts or new planks put in, every time I have a spare hour. I've revived dozens of 'em, I have," he stated proudly.

"But I don't see . . ." mused the Old Man. The cook interrupted.

"You will, though. Bill Tally and me have known each other since we were boys. We've been through everything together and Bill loves boats just the same as I do, only he doesn't resurrect 'em. He patches and patches 'em, and then gets rid of 'em and goes off to mourn for a week.

"Well, last fall he showed me a little dinghy. Seven, eight feet long, she was. She'd been stove, both sides, half the timbers were broken, several planks cracked, and she was nailsick all over into the bargain.

"'I have to let her go,' says he. 'She won't hold together any longer. It makes me feel sick all over to part with her, but you see how it is. Take her away, will you, and maybe you can keep some part of her alive by putting it into some other boat.'

"I looked at the dinghy and did a little figgerin'.

"'I've got a sharpie that cost me five dollars that I'll trade you for her,' says I. 'You need a tender and it might just be that I can do more than you think with the dinghy.' He kicked some about that, wanting to give her away, but in the end we made the trade.

"In my workshop, I hauled out about eleven pounds of caulking that never should have gone into a lapstrake boat. I hauled out pounds of iron nails that had no place among copper rivets and fastenings. I picked out a strap tub full of rotten fragments of timbers, and pried another armful of pieces loose. Then I put the blowtorch on to her — and there was so cussed much paint on her that I began to think that there wasn't no wood at all in her hull. There was, though, and, just as I suspected, most of the planks were sound and so was the keel.

"Well, to make a long story short, I replaced most of the timbers, and a few planks and fastened everything everywhere, fore and aft. Then I rubbed her down in good shape and filled her with water to spot any nailholes that I might have overlooked. Having plugged the last of 'em, I dried her out and varnished her good, putting in a mite of wood stain to hide the trace of paint on her. When I got through, I had me quite a boat.

"Feller came along one day and offered me fifty dollars for her. I figgered that was a fair price for a hobby and I let her go. 'Twasn't until today that I met up with Bill Tally. He wasn't looking pleasant either.

"'Where'd you get that dinghy that you sold last month?' he demanded.

"'Why,' says I, 'that's the dinghy that I got from you in trade for the sharpie.'

"'I thought so,' says he, 'I'd know her anywhere! What I want to know is, what right you had to sell off my boat?'

"'But Bill,' says I, 'you traded her to me. I figgered she was mine to do with as I pleased.'

"'It's a cussed racket!' he raved. 'Here you take my boat that I've become attached to, and which I turn over to you just like turning over a fond relative to the undertaker, to be laid to rest. And you, you lop-eared pirate, you rebuild her and maybe add twenty-five years to her life and ship her into a plumb different and strange family! I tell you, Bige, you ain't no friend of mine! You're a sneakin', thievin' pirate and a gold bricker; you've gypped me out of my own boat that I mourned for, and now I've got to see some other feller using her and maybe abusing her as well!'

"'What do you reckon I should have done, Bill?' says I, as gentle as I could, for we have been like brothers.

"He almost burst a blood vessel he was so mad but he just puffed and grunted and didn't answer at all. Now he's headed off to loo'ard, telling folks what a crook I am. What a mess, just because I like to work on boats and know a little about it!

"What do you figger I should have done, anyhow?"

"Why ask me?" says the Old Man, "I wouldn't know about such foolishness."

"Why, I just pitched on you because I heard the boss say a while back that this packet is getting tender and he figgered on breaking her up and building a new one."

"What!" yelled the Old Man, "this boat tender? Break her up? What damned nonsense; she's solid as a rock! Why, good Godfrey, you can't build 'em today like this one, not for any price! Condemn her? My Gawd, it'd be like losing a child!"

JOSEPH CHASE ALLEN

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1892

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1942

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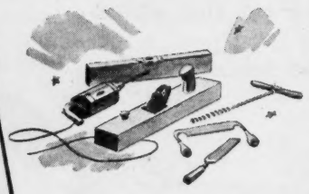

Just half a century ago, the first Electric Launch was water-borne at Morris Heights on the Harlem River. Some idea of the pioneering progress of Elco since then is given by the pictures on these pages. We think they will interest all yachtsmen as a partial record of the history of a great industry and a greater sport.

On this our 50th Birthday, we wish to express our thanks to our many friends in the industry for their cooperation, and our appreciation also to the thousands of Elco owners for the support they have given us. Today in 1942, our entire plant is devoted to building Elco Motor Torpedo Boats for the Navy. Thus another proud chapter is being added to our 1915-1918 record of national service. Unfortunately, the size of this program has forced us to discontinue construction of pleasure craft until the emergency is over.

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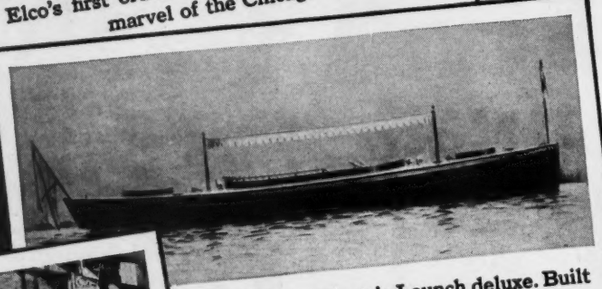
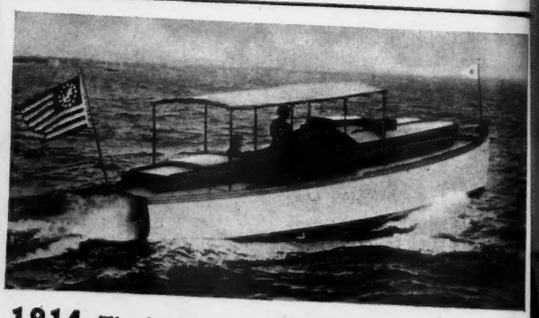


1895 An Electric Launch deluxe. Built to order for the Czar of Russia!

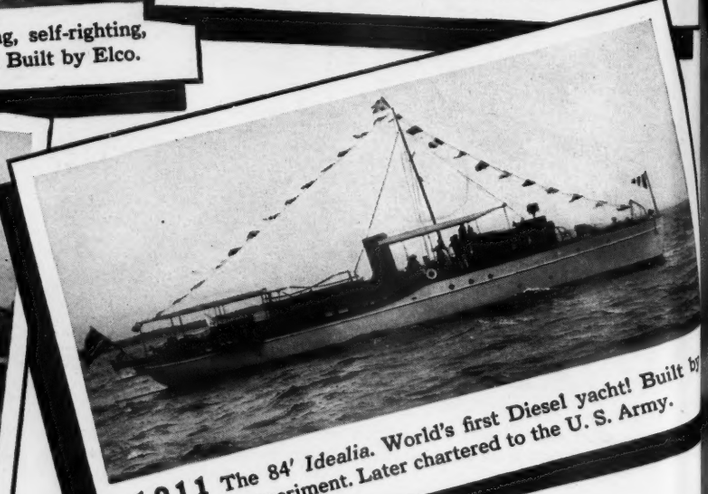
1904 The Elco Autoboat—hit of the first Motorboat Show, forerunner of the runabout.

1904 The first self-bailing, self-righting, non-sinkable power lifeboat. Built by Elco.



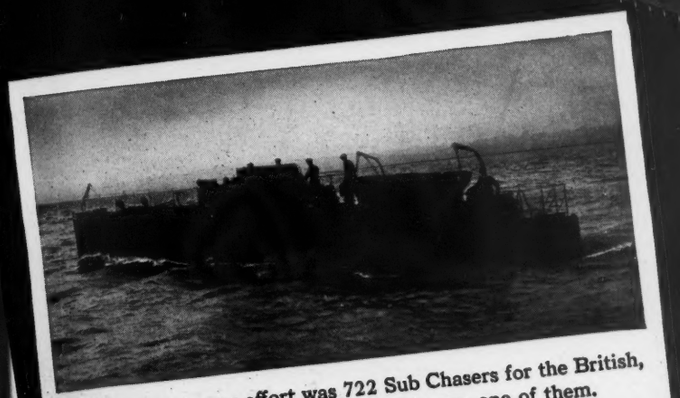
1914 The first standardized cruiser ever built! This double cabin model was an Elco "First"!

1908 Elco builds this mine-laying motor boat for the U. S. Army! One of an order of 32 of these craft.

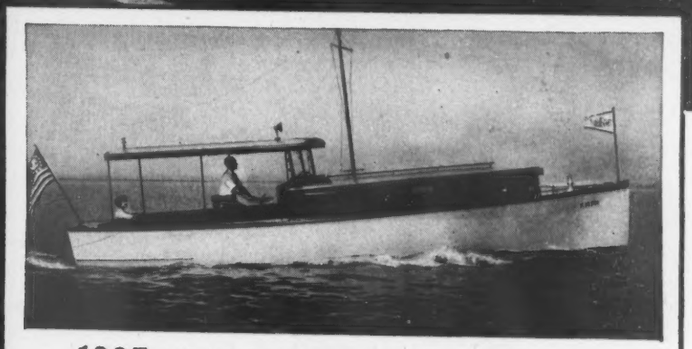


1911 The 84′ Idealia. World's first Diesel yacht! Built by Elco as an experiment. Later chartered to the U. S. Army.

The Elco Works, Bayonne, N. J., showing new naval plant at upper left.



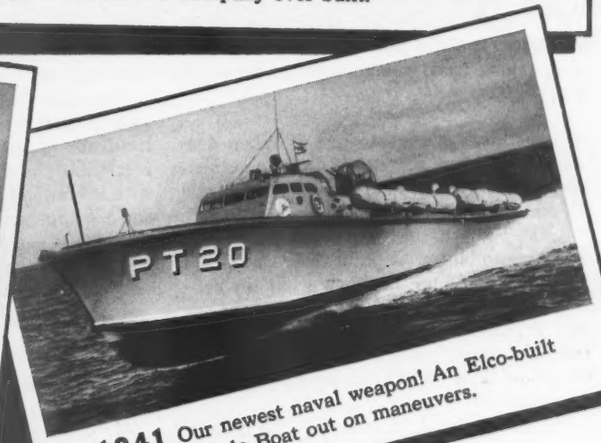
1917 Elco's war effort was 722 Sub Chasers for the British, French, Italian and U. S. Navies! This was one of them.



1927 34′ single cabin Elco Cruisette, one of the most popular models the Company ever built.

1923 World's first permanent motor boat showroom, Port Elco, still at the same address.

1940 Today's graceful Motor Yacht 57, a superb yacht in every detail.



1941 Our newest naval weapon! An Elco-built Motor Torpedo Boat out on maneuvers.

Elco

THE ELCO WORKS, BAYONNE, N. J.

For Half A Century, America's Leading Builders of Fine Cruisers and Motor Yachts

Permanent Showroom **PORT ELCO** 247 Park Ave. New York City

IN THE WIND

▶ Cap'n Jacob Crowninshield is credited with bringing the first pachyderm to this country aboard his ship in 1796 from Bengal where he bought the friendly beast for $450, according to Nathaniel Hawthorne's father, who was a seaman in the vessel. . . . Crowninshield sold the elephant for $10,000 on reaching his home port, Salem, Mass. . . .

▶ The "pulling parson," the Rev. Raymond C. Knox, who at the age of sixty-five rowed himself in a single shell from New York to Poughkeepsie on the eve of the last intercollegiate regatta, has retired as Columbia's chaplain, announcing: "When you travel along a certain course for some distance measured entirely by the log you finally figure you're there."

Personally, I think the good padre's dead reckoning is out. . . . He's far too lively to be quitting the sweeps, anyway. . . . And I bet he'd be O.K. in the pulpit of a swordfisherman. . . .

▶ Before suspension of service by the ferry plying between Tarrytown and Nyack, a newshawk made a trip on the old boat and wrote a nostalgic piece for his paper. . . . Here's how, in part:

"Cap'n Joe O'Brien . . . bore down hard on the old oaken wheel. . . . The old ferry shuddered, but came about. . . . The skipper skidded the *Wyoming* lightly into the rickety slip." . . .

I wonder what tack she was on at the time.

▶ A. C. Lewis, of Washington, D.C., called my attention to the following paragraph which appeared in one of the Capital's journals not long ago: *The longitude is roughly a line from Morocco to North Carolina and the latitude a line running north and south just off the eastern tip of Maine.*

And Mr. Lewis comments: "I think you should advise the Hydrographic Office of this change as it might lead to some small confusion among those who go down to the sea in ships." . . .

▶ Dick Flerlage wants to know: "Where does a fellow go to get some good dope on authentic model sail boats? . . . I've a horrible mantel I'd like to dress up." . . .

▶ A descendant of Captain Lawrence of the *Chesapeake* told me *she* knew what the captain had *actually* said in the thick of the action. . . . It wasn't that prissy, "Don't give up the ship, boys," which is recorded in our school books; it was, "God damn it, fight her till she sinks!"

And probably at Mobile Bay, the gallant Farragut didn't say, "Damn the torpedoes — go ahead!" . . . If he made any remark of the kind it was probably prefaced by that mention of the Deity (not at all blasphemous, by the way) which springs so readily to the lips of any sailor engaged in anything from reefing the main in heavy weather to trying to get the galley range drawing when the Charlie Noble is making love to the foresail. . . .

"As for old Dewey," a correspondent informs me, "he used to froth at the mouth if anyone cited his much quoted, "You may fire when ready, Gridley." . . . "God damn it," he'd say, "it was war time and of course we were ready; we were ready all the time. We didn't have to wait to get ready on the morning of the action." . . .

"Old photographs of the U.S.S. *Hartford*," continues my correspondent, "used to show a name board across the break of the poop with Farragut's "Damn the torpedoes, go ahead" carved and gilded on it. It extended across almost the full beam of the ship. But some time in the eighties, they — captain or officers or, perhaps, the Navy Department itself — got pious and removed the profanity, leaving the GO AHEAD in lonely state amidships. . . . And it was all a bit meaningless. . . . I remember asking what it meant and why, the first time I saw one of the later photographs." . . .

▶ All that dismal fog — or smog — that afflicted the Metropolis last month, giving the city as macabre a setting as ever Edgar Allan Poe contrived for one of his most horrific tales, was caused by the unnaturally warm air over the naturally (for the season) cold water, but no such explanation was forthcoming from the Weather Bureau. . . . Indeed there may have been some fancier reason but the above is the one I, at least, find amusing if not authentic. . . . You should have heard — perhaps some of you did — the explanations that were being vouchsafed. . . . My colored maid, who attributes all misfortune to the War in Europe, blamed the dreary mists on that, too. . . . She said, "It's them bombs again!" And she wasn't referring to the Brooklyn Dodgers, strangely enough. . . .

▶ And speaking of fog reminds me of a little drama which ran something like this (though Eugene O'Neill would do it dif'rent):

SCENE: The deck of an excursion steamer anchored in a fog. A passenger, J. Hortleberry, is irritably pacing the boat deck, for'ard, swearing and looking at his watch.

Presently Cap'n Zeb Bilgewasser (no relation to poet Caleb, incidentally) sticks his head out of the pilot house and peers anxiously into the circumambient gloom pierced with the forlorn *toots* of wandering steamboats and the impersonal replies of fog signals from lighthouses and lightvessels.

On seeing the skipper, passenger Hortleberry addresses him with some rudeness.

HORTLEBERRY: Why th' hell are we stopped?

CAP'N ZEB: 'Count o' this here fog, mister.

HORTLEBERRY: Why, it's all clear overhead!

CAP'N ZEB (chuckling): Well, mister, until the b'iler busts we ain't goin' *that* way!"

CURTAIN

▶ V-bottoms are right in fashion nowadays — for boats, of course. . . .

▶ Randolph Leigh acquired the 35-ton schooner *Lascar II* in New York a while back and sailed for the Gulf of California, *via* the Panama Canal. . . . With him were his wife and a crew of five hands. . . . He has since written a book about the locale and its natives, both fish and folk. . . . He describes the harpooning of a fabulous ray in Magdalena Bay. . . . This denizen of the deep, he reports, was a 3800-pound *mobula* and his photograph of it shows the tremendous beam of the two giant flippers and the appalling breadth of the giant maw — fully a yard wide. . . . For a couple of hours, Mr. Leigh says, he pumped bullets from a .32 automatic into the creature before it showed signs of weakening. . . . Sounds like the best fish story in years but apparently it's quite authentic. . . .

▶ A century ago the "New York Tribune" ran the following:

> WANTED — An apprentice in a watch and jewelry store; one whose relatives do not reside in the immediate vicinity preferred. . . .

Tsk, tsk! . . .

▶ I didn't know that New York State and Rhode Island met geographically until those three guys met at a New York City hotel recently. . . . They were members of the Joint Boundary Line Commission of New York and Rhode Island and got together to settle where they should draw the line. . . . They fixed same at a point almost midway between Montauk Point and Dickens Point on Block Island — that's latitude 41 degrees, 7 minutes, 6 seconds N. and longitude 71 degrees, 43 minutes, 8 seconds W.

Well, well, think of that. . . . A very liquid asset. . . .

▶ Dick Flerlage believes that yachtsmen's wives generally will derive comfort from Patricia Fitzsimmons' statement in her story "I Became A Yachtsman's Wife" (YACHTING, November, 1941), that "there is nothing conducive to immorality in the construction of the average medium sized yacht." . . . This fact, says Mr. Flerlage, has given him a certain sense of security and he no longer hesitates to extend invitations to ladies to come aboard his *Blue Peter* for a sail. . . .

Mr. Flerlage complains that:

"Here on the Ohio we have sailing conditions that are plenty screwy; light variable winds, plenty current, shoals and stuff. . . . No plans are available now for a good small sailing auxiliary which is light enough and with enough canvas to sail effectively. . . . The ideal boat would be about 24 feet over all, sloop-rigged, with a cabin containing two bunks, toilet, ice box, small stove. She should have a self bailing cockpit with storage space under the seats, and should be powered with a small inboard or outboard. She should have plenty of sail and be of plywood construction, have a centerboard and draw not over a foot with the board up." . . .

It seems to me a fairly large order for a small boat, Dick, but she ought to be right up your creek, I'd say. . . .

Nothing bothers those Cincinnati sailors, I understand. They even enjoy sailing when the snow flies — a pleasure reserved for the frostbiters here — and which they are heartily welcome to. . . . TELLTALE

One of a fleet of U. S. Navy Patrol Torpedo Boats recently built by Elco

Follow the course of Uncle Sam

AND INSTALL A

KELVIN-WHITE SPHERICAL COMPASS

The new 77-foot Patrol Torpedo Boats of the U. S. Navy are the fittest, fastest, fightingest boats in the world for their size. Their 50-knot speed involves maximum compass requirements. We are pleased that our Kelvin-White Spherical Compass has been installed on these boats, now building in the United States and Canada; and on many other vessels of the U. S. Navy; U. S. Engineers, the Coast Guard; the Lighthouse Service, and the U. S. Maritime Commission. Whether your boat is large or small, a Kelvin-White Spherical Compass will best fill its requirements. It is the latest improvement in magnetic compass design.

KELVIN & WILFRID O. WHITE CO. 90 STATE STREET, BOSTON 38 WATER STREET, NEW YORK

WEST COAST CRUISING

"Hoaloha," 36-foot motor cruiser owned by Don Allison, finishing a fast run from Catalina to Newport, California. Cruiser racing on the Pacific Coast gained rapidly in popularity until the war interfered last month

From a Kodachrome by Kent Hitchcock

YACHTING

Volume LXXI JANUARY + 1942 Number 1

Official U. S. Navy Photograph

The skipper of a high speed patrol boat like this one must be alert every second of the time

KNOWLEDGE OF WIND AND TIDE

By ALFRED F. LOOMIS

THE other night I woke up suddenly with the title which you see above. As everybody says that a title is the hardest part of a story, I dozed off into a dream of riches. Riches even to the price of a new winter cover for *Hotspur*. And in the ensuing light of day I called up the Old Man and told him of the informative, interesting and amusing article that I expected to write around that title.

"Wait a minute," said he.

"That's all I ever do," said I.

"Your old shipmate Rufe Burnham has already written an article on time and tide which is funnier, informativer and interestinger than the one you have in mind."

So I'm not going to write that article at all. But I'll let the title stand and write away from it.

+ + +

I've been thinking about the young Reserve ensigns who have been dropping off the Navy's assembly line *plop, plop, plop,* to the number of 1600 every four months. Big ensigns, little ensigns, bright ensigns, handsome ensigns, all of them as full of instruction as a goat skin is of purple wine. The only thing they haven't got is practical experience with big boats, little boats, bright boats and handsome boats.

So in my magnanimous way I thought I'd tell those of them who read YACHTING some of the things I've heard or seen that contribute to a seafaring man's awareness of what goes on around him. What I shall relate fails to constitute experience. All it does is point falteringly to the pathway to experience.

+ + +

A friend of mine who is captain of a liner witnessed a collision between two vessels in a harbor. Months later, he was called to court to testify as to what he had seen. Among the questions that were asked him was this:

"Captain, about what time in the afternoon do you think this accident occurred?"

"At 3:17."

"About three o'clock, let us say," suggested the lawyer.

"Exactly 3:17," corrected the captain. "When anything important occurs, I always note the time. The habit of a long and busy life spent at sea."

Albert Goguen

Experience in handling a fast motor boat will be valuable to the young officer

This is all very lovely in a sheltered harbor, but have you thought, Mister, of catting a 500-pound anchor in a jumping sea and the remnants of an onshore gale?

It isn't much as stories go. Just a glimpse into a mind that has trained itself to exactitude. It reminds me of a remark of a tugboat skipper. I spent a day with him as his tug made her rounds of New York Harbor. One of her errands took us to Astoria. On the way back to the Battery, the skipper talked leisurely and jovially what time he peered out the windows and doors of the wheelhouse — ahead, astern and to port and starboard.

"Everything O.K., Skipper?" I finally asked him. "I mean, are you looking for something you can't find?"

"No, just looking," said the skipper. "Getting new landmarks. They've torn down some buildings and put up new ones since I was out this way the last time."

Right then and there I knew I'd never have what it takes to make a tugboat captain. I thought I rated a couple of self-congratulations to have the wit to imagine a hundredth part of what this seaman was seeing: the range formed by a flagpole and the northeast corner of a power plant behind it, for example. Besides that, I bet he memorized a new cupola on his port beam to give him the other side of his fix, and reviewed mentally the time to the next landmark with every kind of tow in every strength of fair and foul current. This is the kind of knowledge that a good tugboat skipper has on tap.

Speaking of which, another friend of mine owns a place on an island down in Maine. Summers, he uses a motor boat to maintain contact with the mainland. Probably a thousand times in twenty seasons he has crossed the Western Bay to Rockland and has returned to his own cove on the island. In that many passages, you would say that he had learned the route by heart; that he could make it in thick fog in the dead of night with his eyes shut. Maybe he could.

But this competent sailor keeps a little book. Every time he ferries over, he notes the stage of the tide, the compass course steered, the length of the trip, and the accuracy of his landfall. Come heavy fog sweeping in from seaward, and my friend doesn't have to continue by guess and by gosh. He flips back through the pages of his book until he comes upon identical conditions of tide and departure. He checks his course with the course he steered that day, makes a slight correction if that is necessary, and goes starn all at the proper instant to make the purtiest eggshell landin' you ever see.

Native Down Easters feel their way by the rote of the

(Continued on page 120)

Lovick

Elco's exhibit at the Motor Boat Show of 1911, held in the old Madison Square Garden, included speed boats, yacht tenders, launches, and a 54' cruiser

FIFTY YEARS OF BOAT PIONEERING

Elco Celebrates Its Golden Jubilee

FIFTY years is a long span of time. It is particularly long when one is in the business of building boats because in the past half-century so many changes, some of them almost revolutionary in character, have taken place in small boat building that those who grew with and prospered in the field have had to keep pace with changing ideas and practices. From the early years of the "Gay Nineties" to 1942, boatbuilding has grown from a shop craft to an industry, in which, however, craftsmanship and artistry still have to play a leading part. And the demand for boats for recreational purposes has increased many hundredfold. In 1892, it was the "individualist" who was the boatbuilder's customer, each owner wanting a particular boat for a particular purpose and to suit his particular whims. Today, one's ideas of boats are dictated, or, rather, formulated, by the manufacturers who not only design and build the craft the public buys but who develop them to fit the particular needs of the service and the waters in which they are used.

So it is particularly fitting to celebrate, this year, the Fiftieth Anniversary of the Elco Company, one of the pioneers in the industry and one which had the vision to discern the possibilities that boats offered for recreation and sport, and the foresight to anticipate the changes that would be required, both in building methods and in marketing, to create and to meet the demand for safe, seaworthy and usable boats for those who wanted to get afloat for pleasure.

"All the comforts of a summer cottage piazza. Can be operated by a lady." So reads an early Elco advertisement. Other announcements of fifty years ago advised the yachting public that Elco launches can't explode, can't sink, can't tip over. This was at a time when electric motors, vapor and gasoline engines were attracting to the water people who had previously known little about boats of any kind. Today these claims are accepted, as a matter of course, not only about Elco cruisers but about motor yachts in general.

It is just fifty years since the Electric Launch Company, now the Elco Yacht and Naval Divisions of the Electric

At the Chicago World's Fair, in 1893, 55 of these 36' electric launches, Elco's first product, carried thousands of passengers around the lagoons

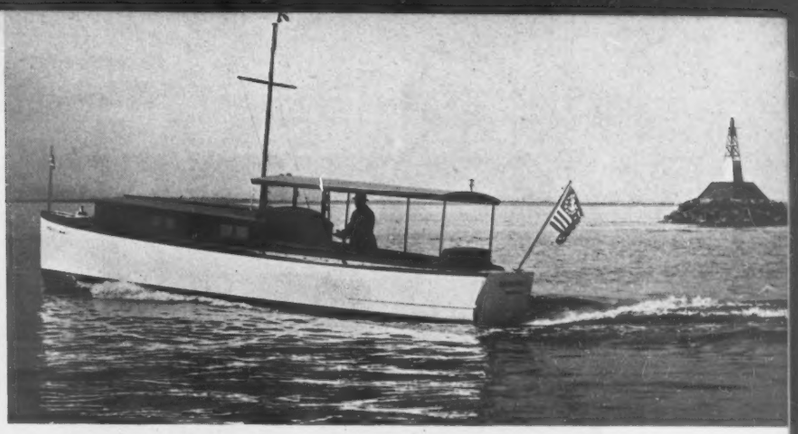
In one of the Elco shops in Bayonne, 1921. The 33' Cruisette, many of which are shown under construction, was the most popular boat of her size built in this country

Lovick

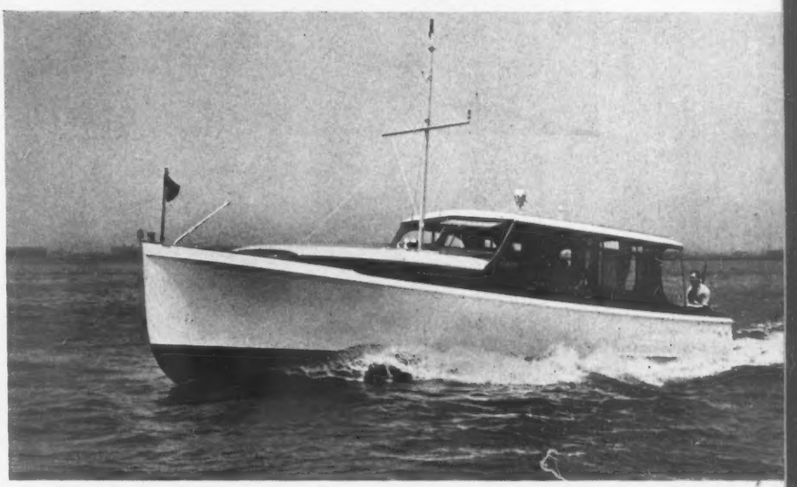
Two cruisers: left, a 40-footer of 1911, driven at a 12-mile pace by a 20 hp. 4-cylinder Standard gasoline engine; right, "Igloo," a 78-footer built in 1913. She was powered with two 40 hp. 6-cylinder Standards and made 12 m.p.h.

In the early days of World War I, 550 of these 80' ML's were built for Great Britain in 488 days. A total of 704 were built for England, France and Italy, as well as a number of 110' sub-chasers for the United States

Rosenfeld Photos



Stages in the development of a type. Top, right, the 34′ Cruisette of 1925; left, by 1930, she had grown to 35′ and acquired a deckhouse; below, the 1941 Cruisette is 39′ in length and travels at an 18-mile pace under the urge of a pair of Chrysler Crown reduction gear Marine engines driving twin screw



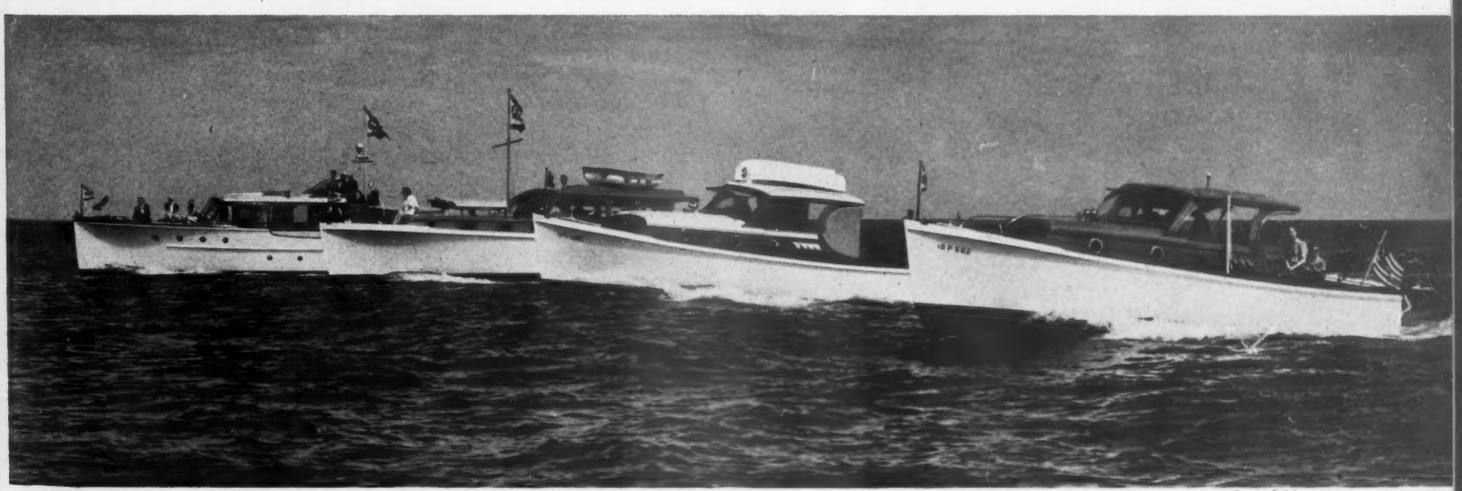
Boat Company, launched its first boat in 1892. During all the intervening years, Elco has played a leading rôle in bringing pleasure boating to its present popularity and degree of safety. Thanks to much of its pioneering development, we can speak of "pleasure" and "boating" in the same breath and one can say that the standardized cruisers and power yachts of America's boatbuilders are today the world's finest.

When the Elco Company entered the pleasure boat field, electricity for propulsive purposes was comparatively new and the internal combustion engine, especially for marine use, was in its infancy. But Elco's engineers and designers saw the possibilities in both types of power. In 1893, at Chicago's first World's Fair, electricity was the marvel of the age. Floating on the Fair's lagoons were fifty-five 36′ electric launches, the first products of the new Electric Launch Company. The general public was amazed and thrilled at these noiseless, smokeless, magically-propelled craft. For the next seven years, the company was kept busy with duplicate orders. Henry Ford, John Jacob Astor, Mrs. W. K. Vanderbilt were among their owners. Even the Czar of Russia, envious of Mr. Astor's luxurious launch, ordered a still finer one.

The Company's first plant was situated at Morris Heights, on the Harlem River but, by 1900, the demand for boats had outgrown the facilities there and a new site was selected on Newark Bay, in Bayonne, New Jersey. Elco is still there. The move was significant for another reason. In its new quarters, the Company began to experiment with the adaptation of gasoline engines to marine use with results that are apparent to all who have followed the development of power-driven craft.

It was in 1904 that the first National Motor Boat Show was held in New York's old Madison Square Garden, at 26th and 27th Streets. Elco made this a memorable occasion by exhibiting, for the first time, the "auto boat," the forerunner of the modern high-speed runabout. The Company has exhibited its cruisers in every Motor Boat Show since that time, without a break except in 1919 when no Show was held on account of the first World War.

In this same year, 1904, Elco began an even more important project. For the United States Life Saving Service, now a part of the United States Coast Guard, the Company developed the first self-righting, self-bailing, non-sinkable power lifeboat. Hundreds were built and the basic principles



Rosenfeld

Part of the 1939–40 fleet: two 30′ Elcoettes, a 44′ Cruisette, and a 53′ Motor Yacht show their paces off Miami

U. S. Navy Recruiting Bureau

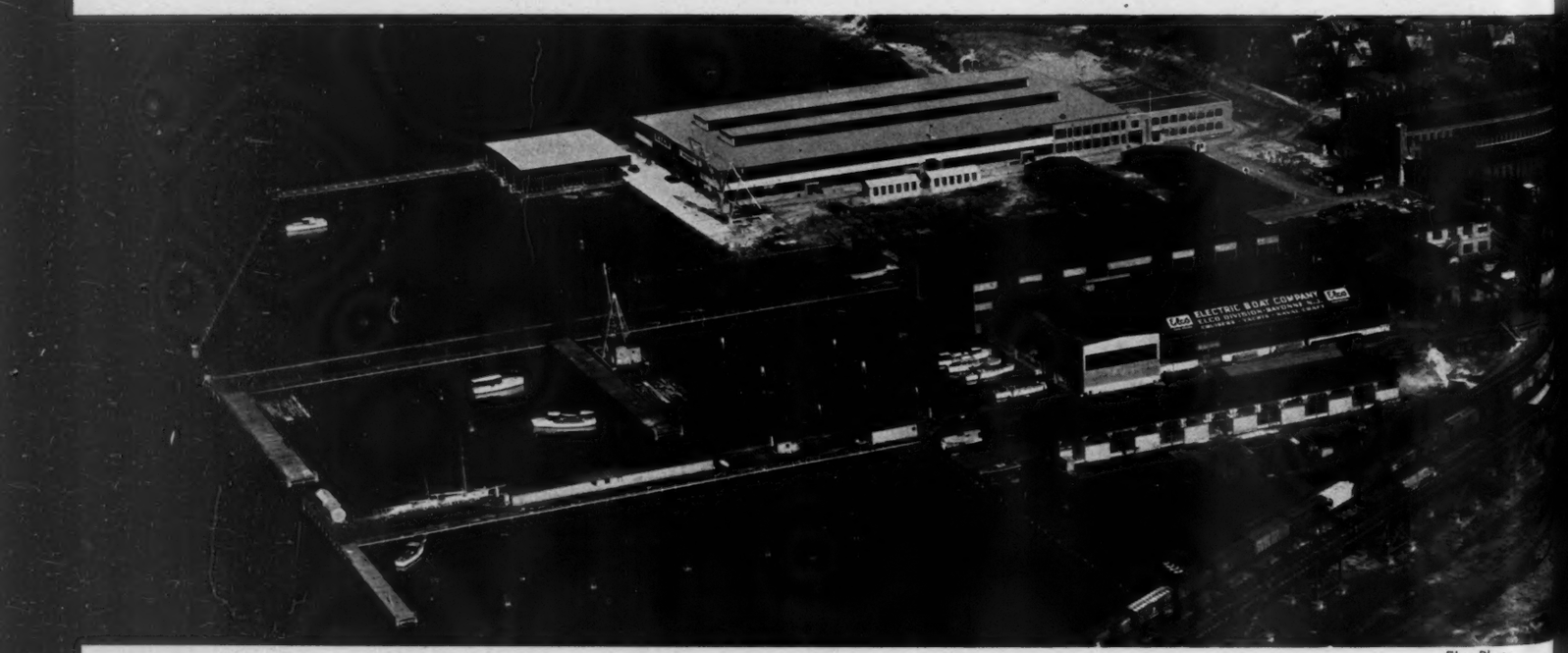
A group of the latest sea hornets, 77′ Motor Torpedo Boats built in the new Elco Naval Division

and design are still standard. The Coast Guard was not the only government service to make use of Elco designs. In 1907, the United States Revenue Service commissioned the Company to build the first gasoline cutter. A year later, the United States Army ordered the impressive number of one hundred and twenty 20′ Work Boats and thirty-two 32′ Mine Laying Motor Boats. However, Elco designers did not specialize in government contracts alone but brought about important developments in the private boat field as well. Veteran yachtsmen with long memories may recall that the world's first Diesel motor yacht was the 84′ *Idealia*. They may not as readily remember that she was built in 1911 by Elco, not on order but as a Company-sponsored experiment in this new field. Today, Diesel power is an important factor in the boating field and its potentialities are as yet undreamed of.

While these developments were under way, and sensing the potentialities of the pleasure boat field opened up by the internal combustion engine, Elco decided, in 1906, to establish a permanent Design and Engineering Department, staffed with experienced naval architects and marine engineers. Today such a department is common in all large boat manufacturing plants.

About this time, the demand for higher speeds and speed boat racing offered a fruitful field for experiment and, in 1912, the Company's designers made use of the hull design which makes today's hundred-mile-an-hour racers possible. This principle, the stepped hydroplane bottom, was incorporated in the Elco-Plane. One of these boats, *The Bug*, is said to have won $5,000 in a trial of speed against Frank J. Gould's 18 m.p.h. steam yacht *Helenita*, developing an average of 30 m.p.h. over a course between Huntington Bay and New London.

(Continued on page 122)



Elco-Photo

The Elco plant of today at Bayonne, N. J., seen from the air, with the new shops of the Naval Division at the top of the picture

Greenport Basin & Construction Co

Building coastal mine sweepers at a former yacht building plant, the Greenport Basin & Construction Co. One boat is on the ways under the shed at the left; others are in the basin

NAVAL SMALL CRAFT IN NATIONAL DEFENSE

By J. H. KEATLEY, *Lieutenant, U. S. N.*

The first section of this article dealt with the types of ships and boats in the current small ship program and provided a brief description of their salient features — armament, engines, sizes and speeds. This part furnishes some information on the builders of these ships, the problems of producing the many vessels and engines in a short period and on the officers and men who take these ships to sea.

SINCE the first plowshare was forged into a sword, the tremendous needs of wartime defense have found the usual peacetime sources of supply far from adequate. As in previous preparations for naval wars, when existing facilities were used to the utmost and new shipbuilding centers sprang up where the timber grew, so in this present program the ready sources have already been tapped and are flowing and new production centers have been established. In addition to availing itself of the knowledge and engineering achievements attained in similar craft designed for racing and pleasure, and of engines designed for greater power, lightness, efficiency and economy in commerce, the Navy is asking that capable or potential sources of production put aside normal pursuits and devote all efforts to the creation of naval defense units.

To produce the great numbers of small ships and boats described briefly in the previous issue of YACHTING, contracts have already been let to yards throughout the country; to yards up and down both coasts, the Gulf, the Great Lakes, and even inland, rivers and canals being used to float completed vessels to their eventual coastal destinations.

To awaken each worker as well as each producer to the consciousness of what his effort means in National Defense by the stimulation of competitive spirit among shipyards and workers, the Navy Department and Maritime Commission have inaugurated a nation-wide shipbuilding competition. The many yards are grouped geographically into four regions: First Region, Maine to Virginia; Second Region, Virginia around the Gulf; Third Region, Great Lakes and Inland; Fourth Region, West Coast. Yards are further divided according to types of construction: combatant vessels, small naval craft, and ships for the Maritime Commission.

Yards will be rated on the basis of (a) progress, (b) quality of workmanship, (c) spirit (including attendance and safety), and (d) improvements. A Board of Awards composed of Admiral Rock, Admiral Yarnell and Mr. Harrison of the

Office of Production Management has been appointed to determine the standing of the yards.

It is proposed to make quarterly and semiannual awards; at the completion of the fourth quarter, the one shipyard in the country which has made the greatest contribution during the year will receive a Victory Pennant and its employees will be given lapel insignia to identify them with the winning shipyard. Winners for the preceding quarters will receive similar appropriate awards with individual emblems of excellence for the workers. Insignia are being designed to be worn by all shipyard employees that they may be identified with National Defense.

At the present time, approximately one hundred yards are producing small craft for the Navy alone, those with greater facilities naturally taking larger types and greater numbers, but there are in the list some extremely small plants carrying their share of the load. Yards which, a year ago, were thought of as small have become fruitful sources of supply through a miraculous process of mushrooming or through ingenious arrangement of small available space.

In addition to the yards engaged in new building solely for the Navy, there are yards which were occupied in similar work for the Coast Guard before it was recently combined with the Navy, some building for the Army, the Maritime Commission, and still others producing ships under Lend Lease programs. Many new yards combined repair and conversion efforts with new building; a number find their facilities more adapted to the former exclusively and therefore do not appear in the picture of new building. Navy yards also are producing their share of tugs, workshops and lighters in addition to their larger ship construction.

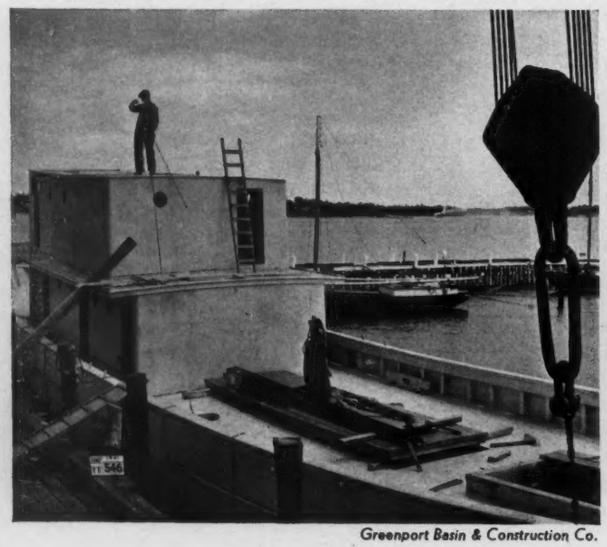
Prior to the placing of current contracts for large numbers of the boats previously described, one or two of most types were built or are building at scattered private plants. Because of this early start and the development in design and construction preceding the real production of a class, the early builders may be considered leaders in their special types.

Typical of these is the Electric Boat Company's Elco plant at Bayonne, N. J., where several classes of motor torpedo boats (the well known PT's) have come off the production line and have already seen months of service. Higgins Industries, of New Orleans, has been the most prolific and earliest quantity producer of landing boats, and the DeFoe Company, of Bay City, Michigan, has had the first large steel sub-chaser, *PC 451*, in service for over a year and has completed trials of the earliest of the succeeding type, *PC 471*. The Luders Marine Construction Company, of Stamford, Connecticut, and the American Car and Foundry Company, of Wilmington, Delaware, delivered *PC 449* and *PC 450*, the earliest of the recent 110-foot sub-chasers over a year ago, while the Fisher Boat Works, of Detroit, recently completed the forerunner of the new class with the new type engine.

The American Shipbuilding Company, of Cleveland, has a number of completed net tenders to its credit, and several builders have delivered many barges, lighters and car floats since the beginning of the program. Cramps, the J. K. Welding Company, and the Dekom Company are leading private builders of the floating workshops. The Robinson Company, of Benton Harbor, last winter (just ahead of the ice) delivered two bomb target boats, the original of this type having been built previously by the Luders Company. Coastal mine sweepers from the Greenport Basin and Construction Company, Gibbs Gas Engine Company, Herreshoff Manufacturing Company, and Snow Shipyards have already seen service, preceding, by virtue of earlier contracts, similar vessels from other East and West Coast yards. One hundred-foot harbor tugs from the Consolidated Shipbuilding Corporation, New York, and the DeFoe Company, and the smaller 65-foot tugs from Robert Jacob, and Luders, have already seen months of active service. The present progress of the many builders of the larger wooden mine sweepers throughout the country will probably result in a rousing finish in the race for first delivery.

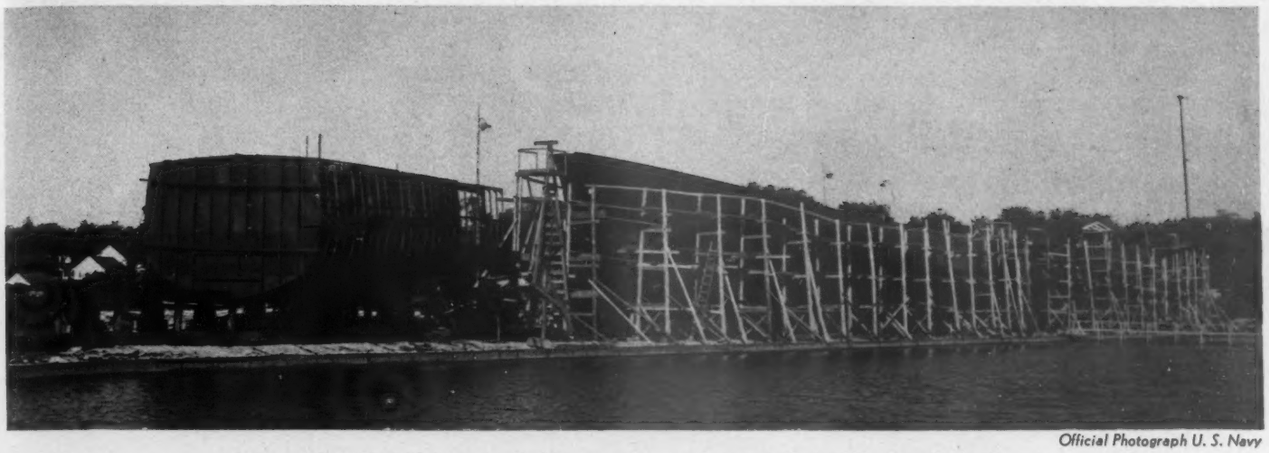
At the beginning of the program, each active yacht yard had a construction force adequate for its normal flow of work. This group now forms the nucleus of the greatly expanded number of ship carpenters, shipwrights and machinists necessary to maintain simultaneous production of from several to many craft of the same type, frequently of several types in the same yard. Increase in force is being accomplished by hiring qualified builders previously occupied in other pursuits, and by training. The average yacht yard was more experienced in wood building than in steel hull construction and the majority of yards had built exclusively with wood. For those building steel-hulled ships for the first time, it was necessary to create an entire new force of metal workers, in addition to providing the essential equipment for fabricating steel ships. Even for yards building wooden ships only, a small force of steel mechanics was a requisite in order

This deckhouse, built ashore, has just been set on the mine sweeper's deck. Right, one of the new coastal mine sweepers built on Long Island, N. Y., on her trial trip



Greenport Basin & Construction Co.

Official U. S. Navy Photo



Official Photograph U. S. Navy

A group of 165' steel sub-chasers building at a Great Lakes yard. They will be launched sidewise

to produce tanks, bulkheads, framing and fittings which the specifications for naval craft incorporate in these ships. Some builders have sensibly resorted to having such work done by steel plants on subcontracts, with the double advantage of obviating an increase in the basic plant and force, at considerable effort, and making use of already established facilities and labor competent in this specific work.

In addition to the enlargement of the productive force, there has been a corresponding expansion of technical and drafting groups, purchasing and planning personnel, and clerical and accounting assistants.

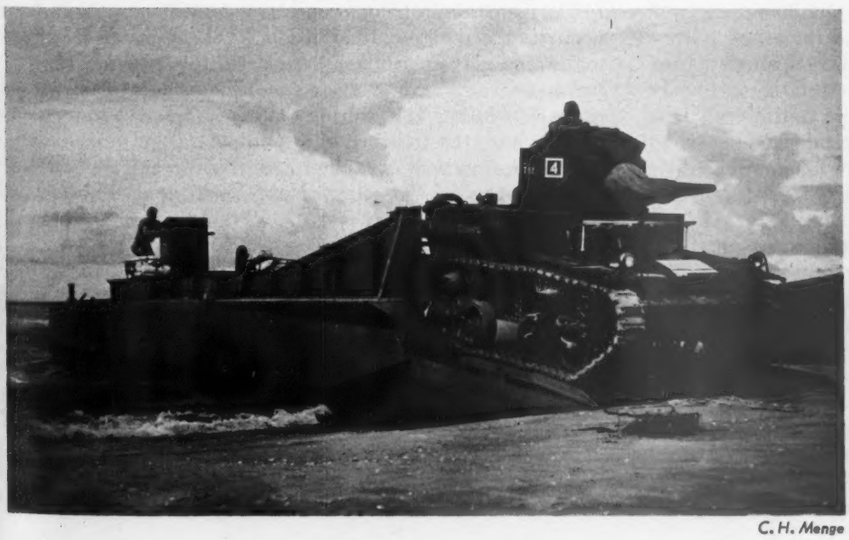
The builders of small ships are faced with the same problems of material procurement as those which confront the builders of larger vessels. The basic materials are steel and wood. Because of the great quantities of both being used universally in other branches of defense, in supplementary construction of shops and quarters, in addition to the production of actual defense units, usual sources are strained and allocation is becoming the basis of distribution. Small steel ships use some of the same sizes of plates and shapes found in the larger ships but their smaller size and lighter construction frequently demand lighter plates and sheets and the rolling of special smaller structural members.

The large quantities of oak, pine and fir which form the keels and frames, planking and decks of the wooden ships far exceed the normal stocks and production of these materials. Those builders whose plants are located near the forests supplying their needs are able to send spotters and line up their requirements "on the hoof." Previously uncut stands of oak are being "discovered" and the marked trees are beginning to find their way into the new ships. The writer recently had the experience of spending part of an afternoon accompanying a builder in search of white oak for keel stock of patrol boats building in the Thousand Islands. The owner of the timber had volunteered its use if suitable trees could be located.

Aside from the materials forming the hulls, there are many other items, all of which are greatly in demand. Brass, bronzes, aluminum, insulating materials, paints, masts and spars, wire and manila rope are all integral parts of nearly all vessels. Motors for pumps, ventilating sets, and steering engines, galley and sanitary equipment, furniture, bedding, lifeboats and wherries, all must be supplied and are subject to selective distribution to fill requirements as equipment is actually needed so that more advanced building shall not be delayed while available equipment lies idle.

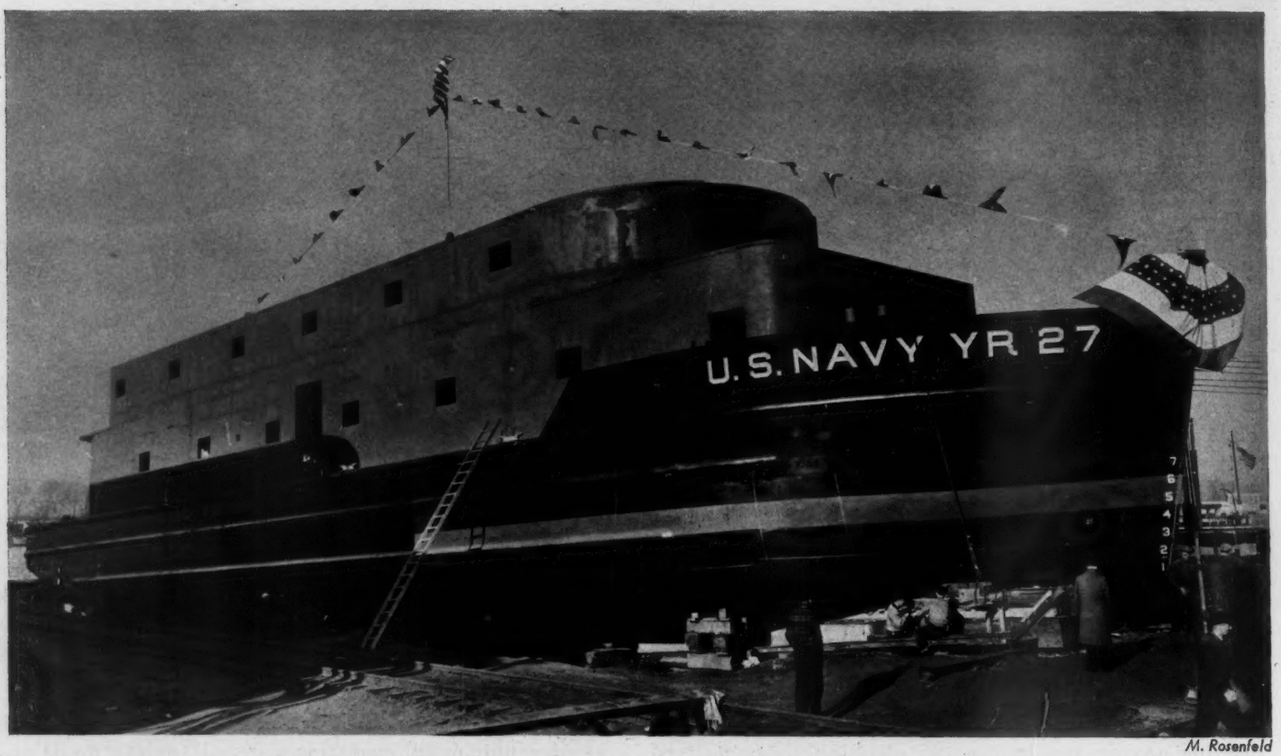
Each builder is faced with the problem of arranging available plant facilities, or constructing new facilities, to enable production to be carried on at top speed. Building ways (taking advantage of boat sheds where available) must be laid out to accommodate the greatest practicable number of keels. Launching ways, and skids for moving smaller ships to the launching slides, must be provided. Machine shops, pipe shops, mold lofts, plate shops, fabricating shops, must be overhauled and put in working order. To handle engines, castings and other heavy weights, derricks must be provided and roadways and piers must be reconditioned to accommodate the increased traffic over them. Storage facilities must be arranged for the protection of all equipment, machinery, electric cable and fixtures, before their installation in the ship, and the stocks of steel and lumber must have their storage racks. Increased power must be furnished for running tools and welding machines, and for illumination.

To protect construction and property against fire, alarm systems and fire equipment must be installed. Additional guards, fences, and night illumination must be provided to guard against sabotage and to insure that information on construction and design



C. H. Menge

A 45' twin screw welded steel Higgins "Eureka" tank-carrying landing boat disembarking a 13½-ton Marine Corps tank on the beach



M. Rosenfeld

One of the Navy's floating workshops ready for launching at a yard in the metropolitan district. These boats, 150′ long, are crammed with machine tools and are towed wherever they are needed

is properly guarded and does not reach unauthorized persons.

The more exacting requirements of naval building over commercial work of the same size introduce more elaborate testing requirements and procedures which must be carried out by trained groups. To insure that compartments will remain tight in case of damage to the ship, that engines and auxiliaries will continue to function even after shock, and that gear and fittings will perform under all conditions of service, comprehensive tests must be made. By the same token, specifications of building usually contemplate higher factors of safety and greater care is required to ensure that the reserve of strength is achieved.

Internal combustion engines are being used almost exclusively for propulsion of these light Navy units. The sub-chasers and mine sweepers are driven by Diesels, the higher speed motor torpedo boats, crash boats and bomb targets are propelled by large high speed gas engines. The enormous task of supplying engines for all the new small ships, as well as for auxiliary units on larger ships, and for other defense purposes, is being solved by engine builders throughout the country, and the scope of the production is extremely gratifying. That these so urgently needed engines are now available is a tribute to the vision of their designers and to the faith and confidence of their builders in pursuing their development to the stage where quantity production is realized.

In the case of the sub-chasers and the mine sweepers, both wood and steel, engines are furnished by the Navy to the shipbuilder, being purchased directly from the manufacturer to provide better scheduling of the vast orders and to insure uniformity of type. In cases where the engine is to be furnished by the shipbuilder, the make or makes of engine are specified.

The General Motors Corporation is furnishing the lion's share of the numerous orders — Diesels for the 110′ sub-chasers, for the larger 165′ chasers, and the wooden mine sweepers. Packard has powered most of the motor torpedo boats. Hoover-Owens-Renschler, and Fairbanks-Morse are also furnishing Diesels for the 165-footers, and Cooper-Bessemer is supplying engines for the 165′ and 135′ mine sweepers. In the smaller 100′ mine sweepers, Union Diesel, Cooper-Bessemer, Buckeye, Fairbanks-Morse engines are found. Bomb targets are powered by Sterling engines, and crash boats are using Hall-Scotts. Power for the tugs is provided by the American Locomotive Company, Cooper-Bessemer, Fairbanks-Morse. Superior Diesels are being used for the main engines of the Naval Academy patrol boats.

The installation of engines is accomplished at each shipyard by the builder. Valuable assistance, however, is being rendered by the service personnel of the engine manufacturers in supervising the installation, in hooking up and testing the new engines, and in the incidental instruction of the shipbuilders' machinery force during this period.

The general problems confronting most shipyards have been discussed above. In addition, local conditions introduce many individual problems such as the physical layout, transportation, and weather conditions, particularly as regards scheduling work during the winter months in northern yards where the freezing of adjoining waters must be considered. A summary of such problems confronting small shipyards in the Metropolitan New York area will provide typical illustrations of those met elsewhere.

The Elco plant, one of the earliest to start in the program, solved its problem by the establishment of a large inside production line for the hulls of the motor torpedo boats, making it possible for a large number to progress in orderly fashion; the speed of production obtained justified the elaborate layout. The Luders Company, with a single 110-footer to start with, found no problem but, to handle simultaneously a number of small tugs and bomb targets as well as 110′ sub-chasers, was forced to considerable expansion, including the building up of a force of steel shipfitters, and providing new

(Continued on page 154)

George A. Thompson

"DON'T GIVE UP THE SHIP!"

By

RUFUS G. SMITH

"*They say* you can't buy bottom paint at all."

"*I hear* the government's taking over all the manila rope in the country."

"*So-and-so* just bought enough stainless steel wire to rerig his 30-foot sloop completely."

"*It's illegal* to sell anything for a pleasure boat after January first."

"*Somebody else* got immediate delivery on an order of *bronze* bottom paint — there must be plenty of it on hand."

THESE are typical of the comments and ideas that were going the rounds among boat owners even before December seventh. Nearly every day, the newspapers carry something which, indirectly at least, seems to have some bearing on the question of the availability of materials for fitting out next spring. One day the news blows hot; the next day it blows cold. No wonder it's the devil of a job for any of us to find out where we're at today, to say nothing of what the situation will be next spring now that we are "all out" in the war.

However, despite the obstacles, imagined or real, there are going to be many boat owners not in the armed services or tied up in the defense effort willing and anxious to fit out their craft for the 1942 season. What they want to know most of all right now is whether or not the necessary materials will be available. Everybody needs paint and varnish every year. Some of us need new rope, new wire, new batteries, possibly a new part for an engine. Sails appear on many an owner's list, and life preservers. Talk about the much publicized brass and bronze field and immediately thoughts of propellers, turnbuckles and other fittings come to mind. Can you and I, and the thousands of other individual owners of pleasure craft, get them or can't we?

In an effort to answer this question honestly and intelligently, YACHTING has done a bit of detective work — not an elaborate survey, not an expedition into the maze of official Washington, just a simple, straightforward rounding up of a cross section of opinion from various sources.

First, there's one fundamental which holds throughout this story. It's this: You and I and everyone else buy practically all our fitting out materials from a boat yard, the local hardware store or a retail marine supply dealer. What counts for us is the stock these fellows have on hand, not the things we read about in the papers — industry A going all out filling priority orders; industry B closing up for want of materials; industry C blasting away at a whole string of alphabetical agencies to get a better break. That does affect us and our boats but not so directly that we need to throw up the sponge for next year without even placing an order. It's quite true that some of the manufacturers of boats and boat supplies are not going to have much to sell this year. But part of the reason for that is that they sold and delivered last fall and last summer what we're going to use next spring. There's many a jump between the maker's stock of raw materials and the user's boat. As early as last spring, manufacturers of stainless steel wire rope were going full blast on defense orders for their product (used largely for aircraft control cables) and were forbidden to manufacture any wire for yacht use. Yet there is still stainless steel wire in dealers' stocks which hasn't yet been sold to the ultimate consumer.

Here's the situation, straight from the shoulder, as it looks today (December 15th).

Paint and Varnish, the first essentials of fitting out. Everybody needs them so we were particularly careful in getting an accurate summary of the situation. Briefly, the answer is this: Everybody can get yacht finishes for next year. There's no shortage now and no sign of any shortage within the next few months. True, defense craft and the whole defense program are lapping up a lot of paint. There have been shortages and there still are shortages of some of the raw materials. Copper and mercury oxides have been and still are hard to get. Pigments have been short but the situation has eased up lately. Prices of many of the raw materials are up. But those are the manufacturers' problems and, as far as paint for the 1942 season is concerned, they have already been solved.

The paint manufacturers were going strong on yacht stuff during the fall and even last summer, and a substantial proportion of this year's supply is already on dealers' shelves and in yard storerooms. For some of the smaller companies, the hardest problem of all has been filling these "out of season" orders.

We had a preconceived idea that copper bronze bottom paints, the kind with finely ground metallic or electrolytically deposited copper in suspension, would be all tangled up in priorities. That notion was wrong, however. Two of our informants, one a builder turning out boats for 1942, and the other the operator of a large yard, reported that their

substantial orders for copper bronze were filled immediately in November. The manufacturers further bore out the contention that there seems to be no shortage of this paint. About the time this appears in print, there will be a hue and cry concerning the long list of manufactured items in which copper and copper base alloys may not be used after January first. Fortunately for us, bottom paints are not on this list — or were not as this is written.

Altogether, there is no reason to fear a shortage of paint this spring. By that we mean there will be enough bottom paint, enough topside paint, enough varnish, etc. In some few cases, you may not be able to get just the brand you have used in the past, but there will be something similar on the same shelf. The more particular you are about the kind of paint you use, the earlier you had better get your order in.

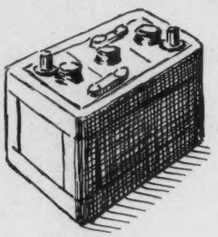
Manila Rope and the manila fiber from which it is made was placed under government regulation in late August. Most of our manila fiber comes from the Philippines and the East Indies, and it was considered essential to conserve the supply and build up as large a stock as possible. At first, even retail stocks of manila rope were frozen and could not be sold. In October, however, the regulations were relaxed to permit wholesalers and retailers to sell to anyone in less than coil lots (540 feet) from stocks on hand.

As far as yachtsmen are concerned, the manila rope situation is as follows: Rope being manufactured for any pleasure boat use may not contain more than 50 per cent of manila fiber. To replace pure manila rope, leading manufacturers have developed a rope containing half manila and half sisal, or other substitutes, to be supplied to boat owners and many other classes of rope users. This rope is made in standard manila rope diameters and it handles, splices, and ties like manila. Its tensile strength is about 75 per cent of that of pure manila and its service life will be somewhat less. Therefore, what we will have to do for this year is: (1) Replace where we can with some of the manila rope still available on the retail market. (2) Where pure manila is not available, use the substitute stuff, keeping in mind the fact that it is not as strong. In all diameters up to ¾", stepping up one size will more than make up for the substitute's deficiency in tensile strength. If your blocks and their sheaves will not permit an increase in rope diameter, you'll have to be content with a smaller factor of safety and plan to replace more frequently. (3) Used rope, which ordinarily might be discarded, can probably be saved for further use. Don't forget that sheets and halliards may be turned end for end. The worn ends of a main halliard may be lopped off to provide a jib halliard; a fagged out anchor rode may provide several perfectly serviceable docking lines, etc.

As to the potential supply of half manila rope, before war with Japan broke out there was no reason to doubt that supplies would be sufficient for the yachting needs of 1942. As this goes to press, there is no word from Washington to alter the picture. However, if you will require new rope this year, it should probably be put at or near the top of your list.

Wire rope, too, is getting scarce. Manufacturers have not been able to supply stainless steel wire for yacht use for several months. However, some dealers still have limited stocks on hand. If you want stainless steel, get after it immediately. Galvanized wire, though not plentiful, has not been placed under any specific restrictive regulation. Many dealers are well stocked, so a sizable proportion of this year's requirements are probably only one step away from the boat owner.

If you need wire and want stainless, you may already be too late, but it's worth trying. The galvanized wire situation is by no means as pressing as stainless. There are no restrictions on the manufacture or sale of galvanized wire for pleasure boat use. Even if they should be imposed, the chances are that dealers' stocks will take care of 1942 needs. As it looks today, lack of galvanized wire should keep no boats on the beach this year. Surely, those who get their orders in early will not get left.

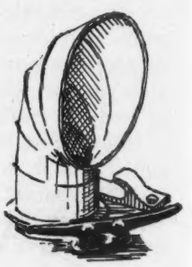


Batteries show up frequently on lists of equipment which must be replaced at fitting out time. Obviously, defense needs are calling for a great many batteries and the number which can be manufactured and sold without priorities is under government regulation. However, automobile batteries will undoubtedly be available throughout the 1942 boating season, and these should take care of the requirements of all but the largest yachts.

Sails seem to be no problem at present. There is no shortage of canvas in the weights and grades used for yacht sails and the leading sailmakers seem to be pretty well stocked with material for roping, wire for luffs, slides and grommets. The latter, however, cannot be obtained from manufacturers without priorities, so the supplies are by no means inexhaustible. Many of the sailmakers are busy on Navy, Coast Guard and Army orders for canvas work. They are also working on an unusually large volume of orders for sails. In other words, they are busy and expect to continue to be busy — so get your orders in early.

Life Preservers frequently have to be replaced at fitting out time, whether we like it or not. Cork and kapok, from which they are made, are both imported. That's bad. Government requirements, of course, are heavy, which makes it worse. Priority orders come first but, so far, nobody has said that life preservers for pleasure boats can't be manufactured. Once again, we can thank the dealers and distributors for laying in a supply generous enough to go a long way toward taking care of the boat owners' requirements this year.

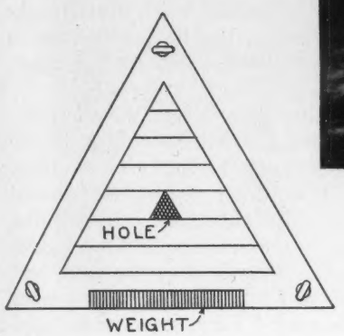
Copper and Copper Alloy products are something we were due to hear a lot about in January even if we had not gotten into the thick of the battle. A conservation order curtailing the use of copper in a long list of items became effective in October. As of January first, it really gets tough. As far as boat owners are concerned, the copper ruling means that no more copper or copper base alloy may be used in the manufacture of pleasure boat fittings, hardware or motors. It says nothing about prohibiting the sale of these things by retailers, jobbers or manufacturers. Therefore, from now on our supply is limited to what is in stock.



(Continued on page 145)

"Te Rapunga," Georg Dibbern's Ketch, Fights a Tough Battle with the Pacific in Its Wildest Mood

Below, the wooden sea anchor which the skipper had made for the yacht in Honolulu. When first streamed, it parted one leg of the bridle almost immediately and carried away one of the quarter bitts



A SOUTH SEA HURRICANE

By EILEEN MORRIS

IT WAS November 19th, the day set for our departure. Sunny and still lay the lagoon; the sea creamed lazily over the reef; down Moana Valley the faint breeze brought a scent of damp tropical earth.

"When will we come back again, I wonder," said the skipper, with a brief sigh.

From the cockpit came the gurgle of water running over. "The tanks are full," I said.

"O.K. Turn off the faucet and take the hose ashore."

Already friends were gathering on the wharf. The awning that had protected us from the Hawaiian sun for the past month had been rolled up and stowed forward. The deck looked strangely bare, cleared for sea. For a while I was busy with last minute stowing; then there came aboard final gifts and, on the wharf, flower leis were put over our heads. There was a shaking of hands, "good-bye, good-bye," and before I was through there were tears in my eyes. How good these friends had been to us!

Then, because there was no wind, a yacht took our towline and *Te Rapunga* moved off down channel, the skipper playing his accordion and those left behind on shore waving arms that grew smaller and smaller.

Well outside the reef, the towing boat cast off our line, circled us while her crew waved and called across the water, and headed shorewards again. We were left floating in an idle, silent sea. No wind rose that afternoon as we drifted up and down in the easy swells, watching in the distance the shadows deepen on the hills. Behind us, Honolulu; ahead, the open ocean and, several thousand miles away, New Zealand.

At nightfall, a breeze rose and we began to be seasick. A naval vessel circled us, throwing her searchlight on us from stem to stern. Satisfied, apparently, that we were not a camouflaged Japanese submarine, she departed without comment. Then it began to blow and the boat began taking water as if she were determined to sink, so that we had to pump all night, taking it in turns. We wished most heartily that the boys who had wanted to sail with us had been allowed to leave; then, instead of just the skipper and myself, there would have been three or four to groan over the pump handle. All the seams above the water line had opened during the weeks of heat so that we had to pump every quarter of an hour or the water got too far ahead of us. A dismal night, with the peaceful winking lights of Honolulu suggesting that we come back. We would have been there willingly still if it had not been for such unfortunate things as visitors' *visas* that had expired. By next morning, we were extremely tired and beginning to wonder whether we wouldn't be forced to go back after all. We had had little time to eat and sleep between pumping. The weather was drizzling and horrible, the foot ends of the bunks were wet, and we still felt seasick. We hated the sea and everything on it and in it.

Two days later we were cheerfully consuming soup and whole wheat rolls in the sunshine on deck, becalmed in our old haunt off the lee coast of Hawaii. The boat was almost tight once more, our insides were functioning normally, and life was itself again.

From then on, we had fair weather for about two weeks, interrupted now and then by rain squalls but with plenty of sunshine in between and clear, starry nights. We grew beautifully brown and I learned half the constellations in my watches; as the wind was a little forward of abeam, the old girl quietly steered herself all the time. So we ate endless meals, for which I concocted varied and curious dishes, and the skipper played patience and slept. Heavens, how we both slept that first week! After the last hectic rush of departure in Honolulu, we certainly needed it.

Thus, day after day slipped by, around us the unchanging and ever-changing blue sea and the steady trade wind, clean as only a wind can be that has blown over thousands of miles of open ocean.

After a time squalls became more frequent so that we had to do a considerable amount of dashing out on deck to furl the mainsail; then we'd be too lazy to reset it when we should and we'd sail under-canvassed until attacks of conscience drove us on deck again. During the squalls, rain would empty itself down in sheets that seemed almost solid. We would catch bucketfuls and wash our clothes and string them up to dry on lines stretched between the shrouds.

So passed the weeks till we were fairly close to Penrhyn Island. All the time we had been edging laboriously east, because the skipper wanted to put in to see Papa Viggo whom we had known in Rarotonga. Now we squared away and began running sou'west towards Penrhyn before the wind. And then the trade winds, which are not supposed to blow in those parts from any direction but the sou'east, swung round and for a whole week blew steadily from the southwest.

By that time we found ourselves carried right past Penrhyn, for we had been steering more or less south, hoping that the wind would change again. It wasn't worth while to take the time to beat back, so we decided we weren't meant to go to Penrhyn and headed for Palmerston Island instead. Christmas arrived soon afterwards and we celebrated with almonds and raisins, dates, figs, date creams, chocolate and Christmas cake, to our regret the following day.

Followed more squalls. My recollection of those days is of a period of reading aloud to the skipper, and playing patience and getting wet feet — and navigating. I was intrigued to know whether we were going to hit Palmerston or not. Palmerston is a six-mile-long atoll which rises only a few feet above sea level. Unless it's where you think it is, it can easily be missed.

One morning, forty days out from Honolulu, I began nervously scanning the horizon at dawn, wondering about the chronometer (we have no radio with which to check it) and mentally listing all the mistakes I could possibly have made, and looking severely at the compass in case it was doing something it shouldn't. According to my calculations, the island should appear shortly. At last I dragged the skipper out of his bunk, gave him the course he was to steer and instructions to sight Palmerston, and went below to make breakfast. About half an hour later a "Land-ho!" fell on my ears with a music as of the singing of archangels. I soared up through the hatchway and there was the darling little island, lighted by the morning sunshine, lying dead ahead. I swelled with pride and conceit, tempered with thankfulness. The skipper (probably also overwhelmed with thankfulness) grabbed me round the waist and we did a beaming jig around the deck.

This was Sunday, the 29th of December.

We sailed round the atoll till we came to the *motu* where the pilot book told us all the inhabitants lived, and then tacked up and down through the sparkling blue water off the reef and waited. After a while, we saw a canoe coming out. The two in her paddled alongside, tied the canoe astern and came aboard. The boy at once turned to Georg and said:

"Hullo, Captain Dibbern, I expect you don't remember me but I met you in Rarotonga," and introduced himself as Louis Marsters, and the older man as Ned Marsters. They directed us to drop anchor a few yards outside the reef. We furled all sails, lying comfortably facing into the trade wind, in smooth water as we were in the lee of the island.

When we were snug, the skipper went ashore in the big surf boat that followed the canoe out when church service was over, leaving Louis on board with me in case the anchor dragged. At sunset, the skipper came back and I went ashore and ate fish and chicken and papaya and arrowroot-fried-dumplings and taro. It tasted heavenly after so much canned food. Overhead, the palms rustled and figures moved about soundlessly in the soft darkness; one of the girls had a *tiare maori* flower over one ear — it was the real South Seas again.

As the only contact the island has with the outside world is a schooner once a year, or once in two years, the very occasional small boat that puts in is a real event.

We stayed three days and they really celebrated. All the islanders took to the skipper; he understands them so well and becomes a child with them, full of fun and mischief; he took his accordion ashore one night and played for their dancing, and danced and taught them new games.

We gave them everything that we didn't need, from pins and buttons to twine and spars, including clothes, food, necklaces, thread, needles, scissors, clocks, pictures, pots, tools, vases, towels and what have you. They are terribly short of everything, even the most ordinary simple articles, because they have nothing to barter with when the schooner comes except a little copra. When we had finished we had to re-stow the boat again because there was so much space that everything flew around.

We were planning to stay over New Year's, to celebrate, but the afternoon before, when I was ashore with all the sails to dry out on the beach, Louis came to me and said that the barometer had fallen suddenly. (The New Zealand Government had recently supplied the island with a radio, a good barometer and a wind meter for meteorological reports.) The glass had been falling slowly since noon and now had dropped abruptly, so I asked Louis if hurricanes came on suddenly there. He said: "Very, sometimes," and

Slipping into harbor, with the ensign the skipper designed flying. He acknowledged allegiance to no country or government

A fresh breeze off the southern coast of Oahu, with Diamond Head in the background

looked worried. So several of the boys and I got the sails together — I've never folded up sails so quickly in all my life — and I said good-bye hastily to everyone. They gave me two almost-cooked chickens, some eggs, and woven hats and shells and fans enough to start a small business. I cried a little as we shoved off and started out through the gap in the reef to the *Te Rapunga*.

We stowed as fast as we could, got up both anchors, made last minute gifts and said regretful farewells. The islanders hate to say good-bye as much as children do. Then their boat pulled shoreward and we ran off under forestaysail before a strong wind. By nightfall, it was blowing half a gale, with the barometer falling steadily, so we sighed and prepared for a hurricane, it being the hurricane season.

It caught us on New Year's Day. I remember thinking that, at least, I'd seen one day in 1941 and wondering what all our friends were doing, and whether any of them were thinking of us.

We lowered the forestaysail about three in the morning and *Te Rapunga* lay to well under the mizzen till eight, by which time the wind was getting too strong for us to have any canvas at all up. Then the tiller, which had been pegged, suddenly snapped off, leaving the well bolted end embedded in the hole in the rudder, so that we couldn't get it out and insert a spare tiller. We made haste to furl the mizzen, make fast our big cable to the canvas sea anchor and pay it out astern. Being a double-ender, with a cutaway bow and short keel, she takes the seas better stern on when riding to a sea anchor. But the canvas was old, and it split, so that we had to haul the anchor in again, quite useless. We then made the cable fast to a wooden triangular sea anchor that the skipper had constructed in Honolulu. We slacked it out astern but the weight on the bottom wasn't enough to keep it upright and it merely bounced along the surface. So we hauled it in again and attached a length of chain for extra weight. Then we payed it out again. We had the main cable attached to the starboard bitt, and another piece of new cable made fast to the port bitt and joining the main cable a few feet astern of the rudder, to form a bridle. As soon as the sea anchor gripped the water, the smaller length of cable snapped off clean near the port bitt and, a moment later, the main cable carried away the starboard bitt. The skipper had, of course, made the end of the main cable fast to the mainmast, to make it easier to haul it in after the storm was over, as well as for a precaution. So the boat swung broadside to the seas, which were pretty huge by now, under a gray and lowering sky. The wind was terrific; I had never before felt anything remotely like it.

Now the waves began to come over green, putting us down on our beam ends every now and then. I remember one. The skipper and I both saw it coming and stood on the cabin roof, hanging on to the main boom. He was within arm's length but, when I looked to see that he wasn't going overboard, I couldn't see him; everything between us was solid water. We came up again, however, and the skipper said to me: "I think we'll be lucky, kid, if we come through this." I replied that I was beginning to think so too and felt surprised at the thought that this might be that last storm which one is always aware might come but never really expects.

After some struggling, we managed to make fast the cable to the fore bitts — heavy work, as you may imagine — but she refused to lie to bow on; with that cutaway bow, she has no grip in the water forward. In desperation, we hoisted the mizzen again, hoping that might help her to head into it, but it did no good.

There was nothing for it but to try to bring the sea anchor

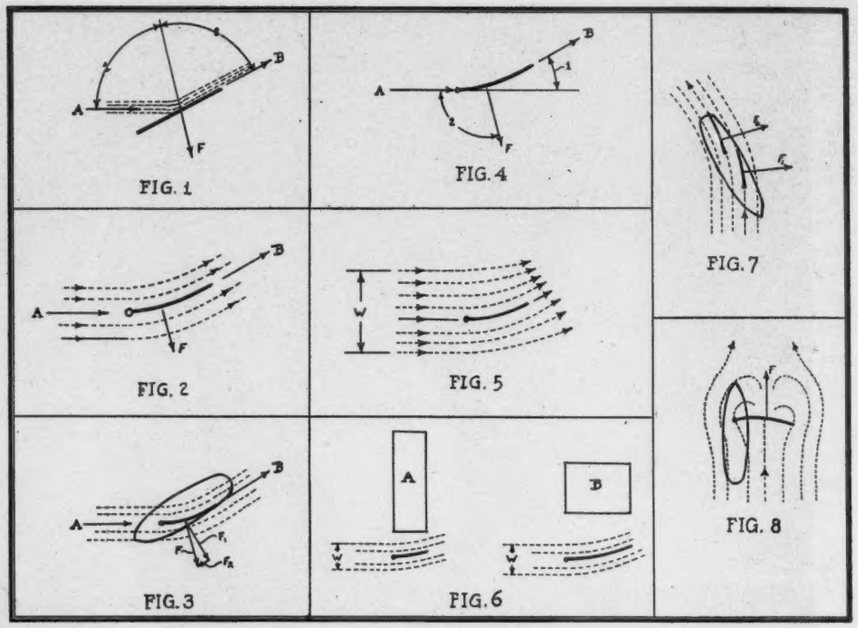
(Continued on page 137)

FULL AND BY

Why the Marconi Rig Is so Close Winded

By

DONALD R. JORDAN



THE Marconis are better on the wind. The old gaff-riggers have their points — they are all right on a broad reach or a run and it is sometimes convenient to shorten sail in a hurry by dropping the peak — but all of us who have ever sailed know that, generally speaking, all finish lines and all snug harbors lie upwind.

Although the upwind prowess of the Marconi rig is generally recognized, one seldom comes across a lucid explanation of this phenomenon. All we hear is that it has something to do with the aerodynamic properties of the sail. Let's take a look at the problem from down here on deck and see if we can't explain it.

A sail is a device for bending or deflecting the air stream. Bending the air stream produces a force on the sail. If we hold a shingle so that it deflects a stream of water from a hose, the water produces a force on the shingle. In Fig. 1, if *A* is the initial direction of the stream and *B* is the final direction, the force on the shingle (*F*) acts along the bisector of the angle between the initial and final directions of the stream, *i.e.*, angle 1 equals angle 2. The same holds true for the sail shown in Fig. 2. This force *F* is available to push the boat along. In Fig. 3, the force *F* has been divided into two parts, F_1 and F_2. F_1 tries to push the boat sidewise and is resisted by the lateral plane, and F_2 is the useful force which drives the boat ahead. It will be noted that the force *F* must be directed somewhat forward of abeam, if the boat is to make headway.

Let us look at our sail again in Fig. 4. Angle 1 is the angle through which the air stream is deflected, and angle 2 is the angle between the force *F* and the direction from which the wind is coming. Now, obviously, the smaller the value of angle 2, the higher the boat will point. However, angle 2 depends on angle 1 (angle 2 equals 90 degrees plus ½ angle 1). Therefore, we may say that the smaller the angle through which the air is deflected, the higher the boat will point.

The trick, then, is to let the sail deflect the air stream only a little bit, and the boat will point high. Unfortunately, there is a catch to this, too. The force on the sail is proportional to the angle through which the air is deflected and the quantity of air that is deflected. If the angle gets quite small, the force on the sail gets small. This is easily seen on the shingle in Fig. 1. If we tip the shingle at a large angle to the stream from the hose, the force is large; if we hold the shingle parallel to the stream, the force is zero. We said that the force depended on the angle of deflection and the quantity of air that is deflected. What we want is a large force and a small angle of deflection. We can get it by deflecting a large quantity of air.

Now, how do we go about getting hold of a large quantity of air? The air to be deflected is the air approaching the sail for a certain distance each side of the mast (*W* in Fig. 5) and from the boom to the top of the mast. Let us consider two sails, both rectangular for simplicity and both having the same area, but one twice as high as the other (Fig. 6). When the sails are close hauled, the width of the air stream deflected by sail *A* will be but slightly smaller than that deflected by sail *B*, since the sail is pointed almost into the wind (see Fig. 6). However, the height of the air stream deflected by sail *A* will be twice as great as that deflected by sail *B*. Therefore, sail *A* will deflect almost twice as great a quantity of air as sail *B*. Since the quantity of air is greater, the angle of deflection of the air can be smaller and still give the same force. With the same force and less deflection, sail *A* can point higher than sail *B*.

It is realized that other items also affect a boat's ability to sail upwind. However, the above discussion assumes that the two boats are alike and that the sails have the same area and that they set equally well. The only difference is the height of the rig.

We see, then, that the whole phenomenon hinges on the fact that, when the sail is pointed almost into the wind, the length along the foot does not have much effect on the quantity of air deflected. However, the quantity of air deflected varies directly as the height of the mast. Therefore, it is advisable to distribute the sail area vertically rather than fore and aft. Theoretically, it is possible to improve the windward performance indefinitely by increasing the height-to-foot ratio. Actually, the possible gains become progressively smaller and are soon outweighed by the attendant disadvantages, namely, the increased heeling moment, added mast weight and shroud drag, sagging out of the leach, etc.

It is interesting to note that on schooners and ketches, the windward performance is not determined by the height-to-foot ratio of each individual sail but rather by the combination since, when on the wind, the air flow to the schooner's mainsail is affected by the flow around the foresail, as

(Continued on page 154)

After a long and almost windless passage, "Lascar II" finally reached Acapulco

SAILING 1,500 MILES OF CALMS

Part II. A Tedious Passage from Balboa to Acapulco

By RANDOLPH LEIGH

BEFORE we left Balboa on the first and longest leg of the run up to the Gulf of California, we were warned that we would face four severe tests: scarcity of water, shortage of fuel, calms, and the sudden offshore hurricanes of the Gulf of Tehuantepec and of Papagayo Bay.

We fortified ourselves as best we could against the hazards of the first two of these. As for the calms and hurricanes, we could do nothing about them; therefore, we thought about them as little as possible. We shifted some of our cargo to starboard, as we were told that a storm in this region would strike from the starboard side.

Having done that, we sailed out hopefully upon a sea as different from the Atlantic, and particularly from our most recent opponent, the Caribbean, as it is possible to imagine. The Pacific was not new to me; I had seen it from the shore and from the decks of passenger steamers. But impersonal contact with a sea gives one only superficial knowledge of its nature. It is only after days or weeks of being actually down on it in a small boat that one gets the feel of a large body of water — the horrors it holds, and the delights; its infinite variations of colors and sounds.

After the choppiness of the Atlantic, the Pacific is disarmingly smooth. Its pulse beat is far more rhythmic, its prevailing mood one of reassuring tranquillity. After a day or two, however, one begins to sense the menace lurking behind its easy ways. For one thing, in some sections of the Pacific a sail boat cannot count upon the necessary wind, particularly along the route that we were following. Indeed, the very place names along the coast from Panama to Acapulco are enough to warn the voyager. They are Spanish names, and in this language the designations of places are far more meaningful than in other Western languages. The Greeks, when dealing with the forces of Nature, tried to placate the gods by flattery, implying that nothing that the gods had done was bad. For example, they called the Black Sea the Euxine, or Well-Intentioned. The English, of course, name things with frivolous disregard for gods or demons, preferably for some pretty woman, some wanton king, or some fantastic ideal. But the Spanish explorers were practical men. In the New World, they usually tried to make the name tell the story of the place: Aguas Calientes (hot water), Cuernavaca (cow's horn), etc.

Along this particular coast, this descriptive naming is at its best — or worst, if the ominous significance of the names is noted. Turning northwestward beyond Jicarita Island, some of the landmarks are: Islas Secas (parched islands), Sal-si-puedes (save-yourself-if-you-can) Point, Matapalo (sackcloth) Point, Judas Point, Culebra (tricky) Point, Cabo Desolado (Desolate Cape). There are two Dulce Bays but their sweet waters are a thousand miles apart and they are slightly inland from the main route. The worst name of all, of course, along that coast is Tehuantepec, which is not Spanish in origin but an Indian name for a gulf whose storms are so dreaded that the place name has passed into the Spanish language as descriptive of its severe winds.

Tehuantepec, however, is up at the faraway Acapulco end of the route we were following. Before we reached its winds, we were to beg for wind, day after day and often in vain. We were in a region where the December average has been fourteen calm days out of every thirty-one over a ten-year period. There have been cases of vessels becalmed there for 102 days. Of course, the calms need not be continuous to be disastrous. The Pacific, indeed, has a way of playing cat-and-mouse with small sailing craft, granting them a few hours of wind with which to start on their escape from the imprisoning belt of calm and becalming them again before they can reach an area of steadier air currents.

It took us ten days to limp over 800 miles. Even so, we used three-fourths of our gasoline supply (including five extra drums of it which we had lashed on deck before leaving Balboa) to supplement our sails in that short distance. Without the intermittent use of the engine, we probably would never have sailed out of that area before our water supply had run out. As it was, we had nearly as much mileage ahead of us as behind us. We could almost certainly count on wind off Tehuantepec but there was no assurance that it would not drive us far out to sea and leave us in another calm zone. The best thing to do was to run the engine at half speed, to get the most out of the fuel, when we had to use it, and to creep along under even the flimsiest breeze whenever one offered its aid.

While waiting for the wind, we got a glimpse of the wonderful marine life along our course. One morning, soon after dawn, we thought that we were drifting toward a reef or island, only to discover that hundreds of porpoises were playing ahead of us in masses so dense as to give the illusion of solid land. Another delightful surprise was the number and the boldness of the tarpon. Hundreds of them were to be seen at dusk, jumping against the horizon, each one seemingly trying to spring higher into the air than the others. There were other large fish that kept far away from us but also raced along, jumping out of the water in long, low curves. So dense was the formation and so swift were these fish that the effect was that of sheep racing and jumping across a broad green meadow.

We had a good assortment of fishing tackle aboard and caught many different kinds of fish, including tuna, tarpon, bonita, yellowjack and a shark. One needs to take plenty of fishing tackle into the Pacific and, indeed, large quantities of all supplies for it is hard to get enough of anything along the route. While on the matter of supplies, it might be well to hark back to the Canal itself and mention the prosaic but essential matter of rope. We had been informed that four 100-foot lines would be adequate to control our boat in passing through the locks. Accordingly we got 400 feet of one-inch diameter Manila. Twice, however, the boat was in danger in the first (and worst) lock because our lines were not quite long enough. A small boat needs at least 500 feet of this line. Also, rat guards are important along the route if one ties up at a dock and, in the Canal Zone, they are required.

As our trip progressed we found that it is a hard matter to balance the available space of a small boat against the heavy demands for the various basic supplies and fittings: water, fuel, rope, sail repair material, and good lubricating oil (practically unprocurable on the Pacific Coast). And, at this becalmed stage of our progress, or lack of it, we had to begin throwing loaves of spoiled bread overboard! It is hard to provision and stay provisioned for the Tropics.

As the storm trysail had been the most valued sail while we were in the Caribbean, so the balloon jib came into its own in the light breezes of the Pacific, bellying out when the other sails were listless and giving us a precious knot and a half or so when we might have been quite motionless, or even slipping back toward the Canal.

One day we gaffed a turtle from the schooner's deck

Finally, we came opposite Papagayo Bay, windy and capricious enough to give its name to a local storm which is considerably dreaded. We idled opposite it for half a day before a mild breeze started us moving again. We had become so nervous about gasoline that we decided to wait a full day off Papagayo for any kind of wind, even a hurricane!

Passing along the coasts of El Salvador and Guatemala, we stood at last off Champerico, on the outskirts of the Tehuantepec territory. Still no strong winds stirred. However, a strange, long swell began, lifting us gently but with an unpleasing hint of immense reserve power. The crests of these swells came on nearly 100 yards apart, unmistakable but never violent. Long, sinuous stretches of calm, silvered water appeared here and there amid the gentle surface ripples.

The tiny gull chicks, which had been flitting about on the water for days, vanished. The swells became stronger, yet evening came on clear and bland, with no appreciable increase in the wind's strength. We had for several days experimented with a new arrangement of sails and now, waiting for something to happen from the Gulf of Tehuantepec, we diverted ourselves by resorting to it again. We substituted the balloon jib for the mainstaysail. In other words, we were carrying the regular jib, the Genoa jib, forestaysail, fisherman staysail, and mainsail. That moved our speed up from three and a quarter knots to four knots.

Nevertheless, Tehuantepec was on our nerves. For one thing, not only had we heard much about the dangers of that bay but we had been reading about them — far too much for our peace of mind. There is, of course, much to be said for the aids to navigation which the government publishes so lavishly, and I have read most of them, but it is possible to get a bad state of the jitters from too much indulgence in this type of reading at sea.

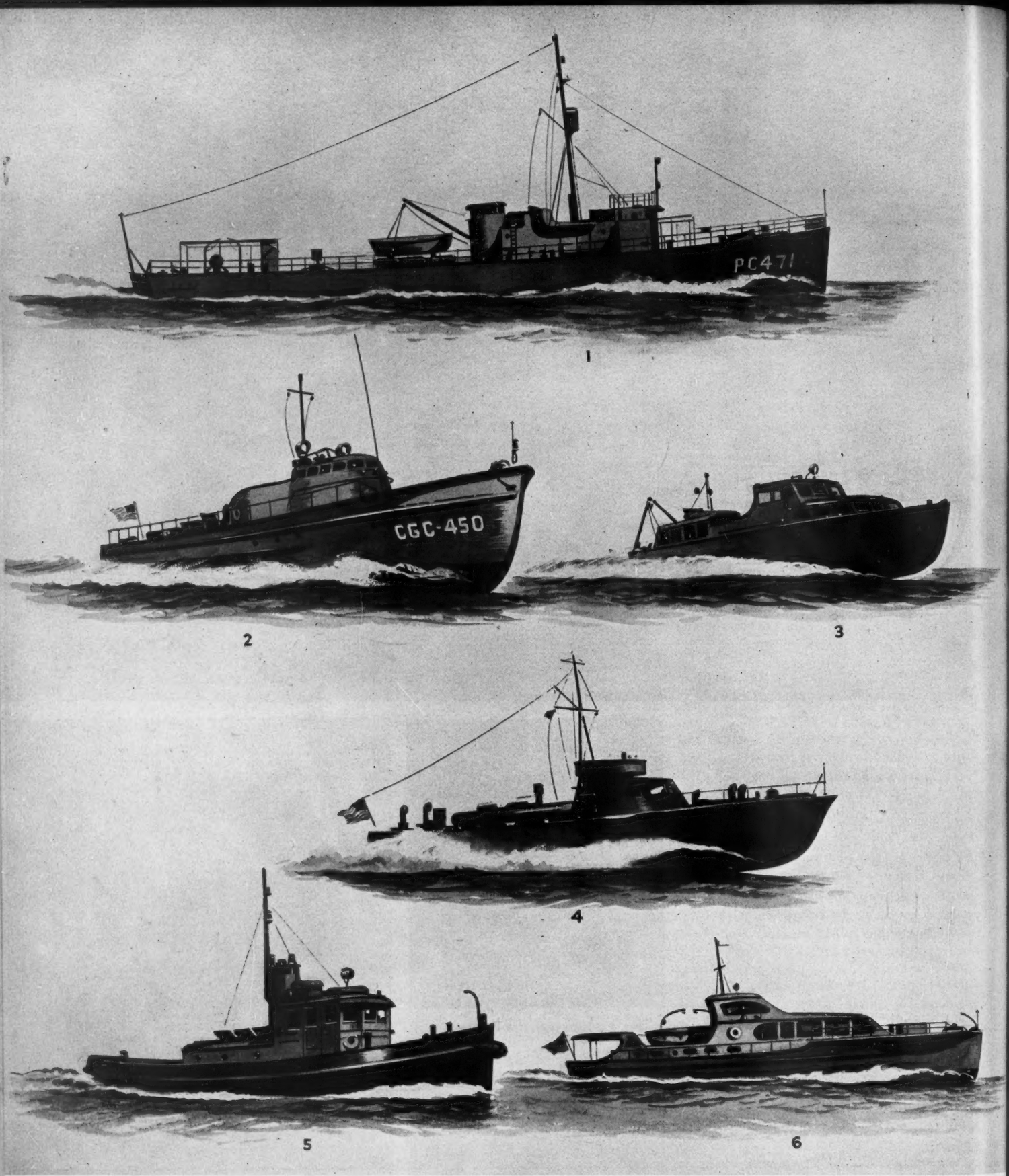
For instance, what the Hydrographic Office, in its "Sailing Directions for the West Coasts of Mexico and Central America," has to say about Tehuantepec and the Gulf of California is enough to scare a man off the sea. Fortunately, I had turned to the study of the difficulties ahead of us long

(Continued on page 144)

Compañia Mexicana Aerofoto

The landlocked harbor of Acapulco. The city is at the left and the yacht club pier may be seen on the near shore of the bay, in the center. The Pacific beats on the bold coast seen in the foreground. Right, the quaint China galleon monument at Acapulco. Extreme right, the first shark taken at sea. Below, in the Gulf of Panama, Captain Lagoutte climbs out on the main sheet, looking for signs of chafe in the gear

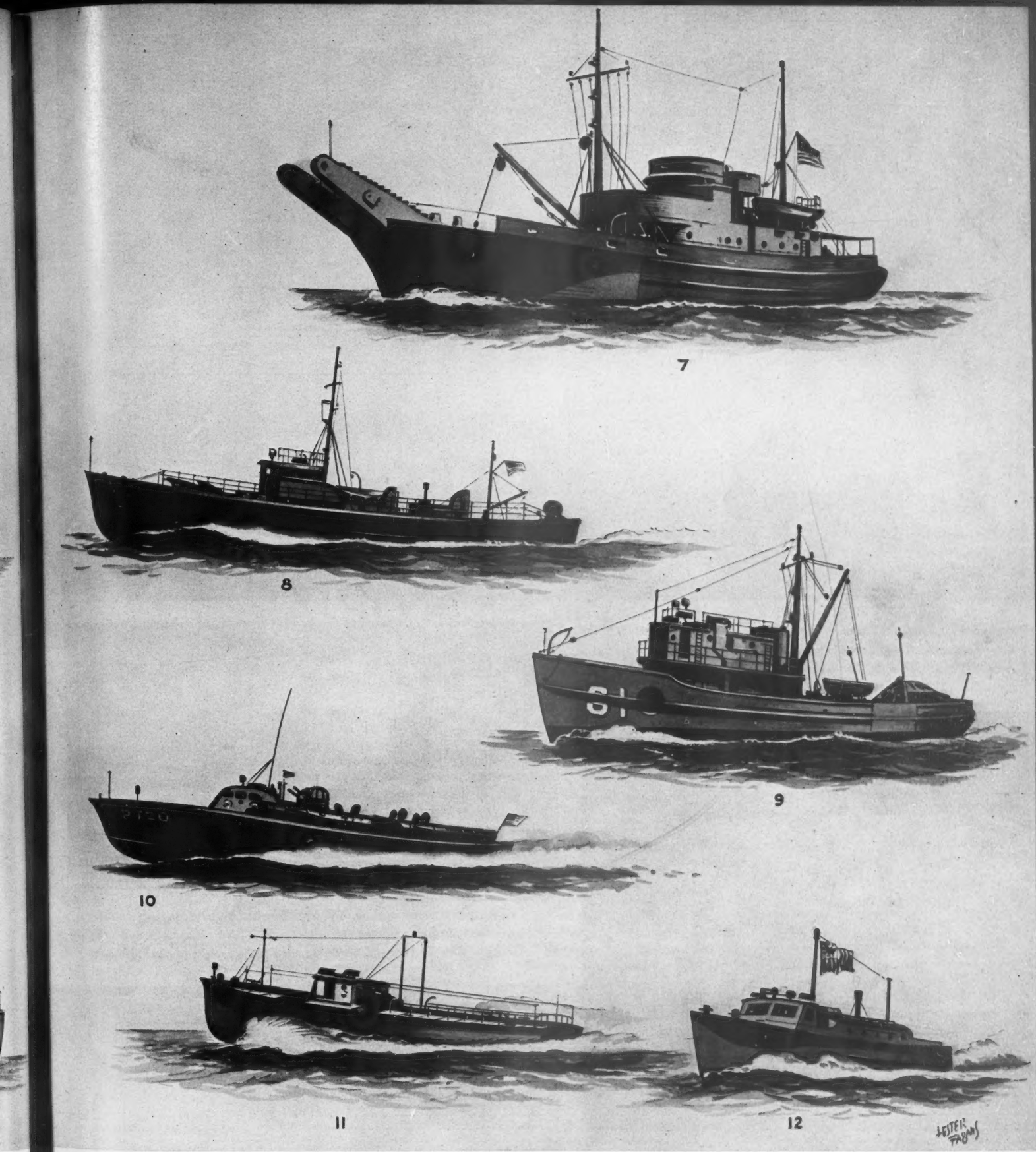
W. von Schoenborn



THE NAVY'S SMALL BOAT FLEET FOR VARIOUS DUTIES

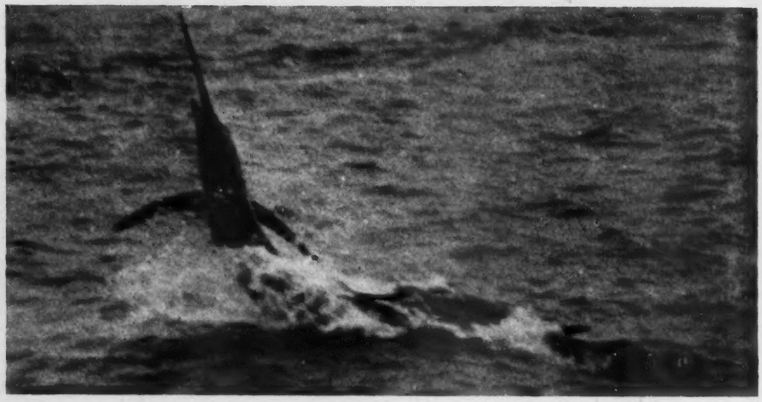
According to a report of the Secretary of the Navy, upward of one thousand of the little vessels shown here had been either launched from, or were building at, private boat yards as of December first of the year just ended.

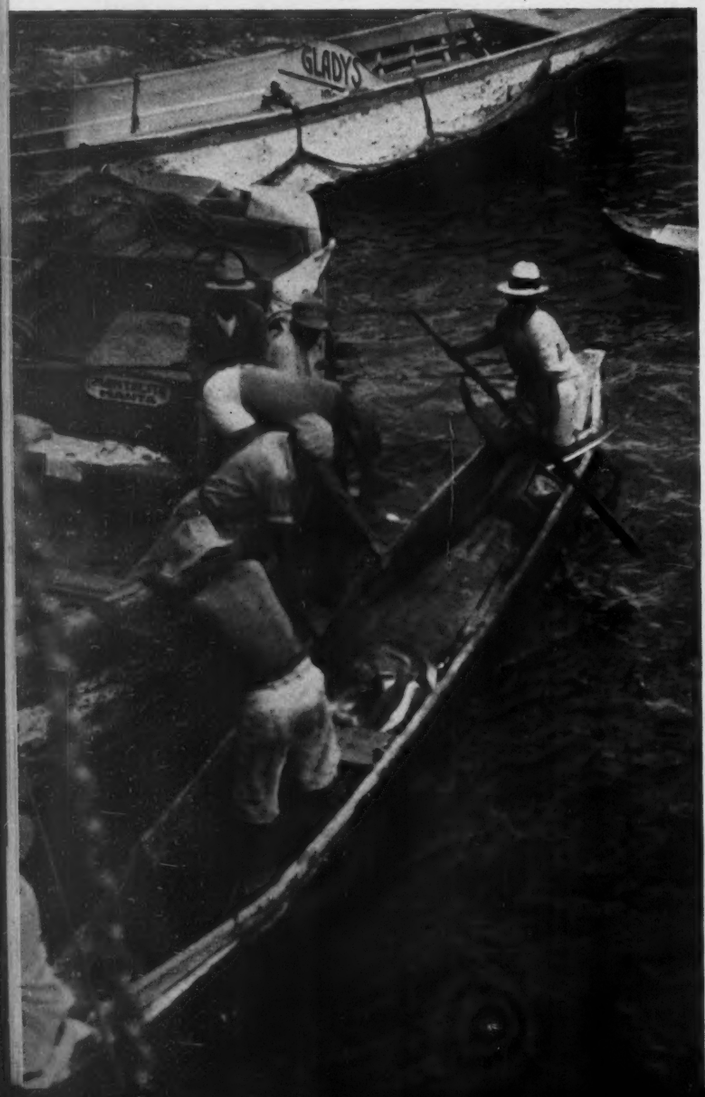
(1) One of the 173-foot steel escort vessels and sub-chasers building in large numbers at yards on both coasts and on the Great Lakes. (2) The new cutter program of the U. S. Coast Guard is most comprehensive. Many of these 83-footers, like this one by the Wheeler Shipyard, are under construction. (3) Among the smaller craft are many airplane crash boats for the Navy. This 45-footer is typical



of those of that length. (4) A number of these 70-foot motor torpedo boats from Vosper design are building at Annapolis, the first order being on the lend-lease program. (5) Many harbor tugs (like the above) and seagoing steel Diesel tugs have already been completed and more are building. (6) There is a growing need for boats in the Army and here is one of the 60-footers built by Chris-Craft for the Quartermaster Department. (7) For laying and tending nets, upwards of 90 of these steel vessels are built or are building. (8) The 110-foot sub-chasers, Diesel powered, are in production at many yards. The Navy lists 443 of these and other patrol types in the program. (9) One of the smaller 97-foot wooden mine sweepers. Many others, 135 feet in length, are building. The program of mine craft includes over 375 vessels. (10) Most numerous and spectacular of the Motor Torpedo Boats are these PT's by Elco. They carry either torpedoes or depth bombs. (11) Bomb Target Boats are a necessity for training Navy fliers. A large fleet of these boats, with armored decks and high speed, are in service. (12) Useful little craft are these 38-foot picket boats building at many yards for the U. S. Coast Guard, for service in harbors and alongshore.

A glimpse of the harbor of Talara, in northern Peru, a deep bight in the coast. The water is unusually clear and some of the largest black marlin in the world are found there. Right, off Tocopilla, Chile, a striped marlin performs some lively antics





Left, this huge black marlin, taken off Manta, Ecuador, by these commercial fishermen, almost fills their dugout canoe. Below, W. E. S. Tuker playing a broadbill off Tocopilla. He has hung up an enviable record in the capture of giant swordfish

Photos by Hedly Doty

Gaffing a big fellow from Mr. Tuker's "Copihue," the boat which holds the world's record for the number of broadbill swordfish taken

THE SOUTH AMERICAN WAY

Taking Black Marlin and Broadbill Off the West Coast

By S. KIP FARRINGTON, JR.

THE two most coveted species of giant game fish are found in the greatest number and in the largest size off the west coast of South America — black marlin off the coast of Peru, and broadbill swordfish off the coast of Chile. And, what is most important to the angler, the great majority of these fish will strike a bait. Add to this weather conditions that are ideal — fine, flat days on which to fight a fish — and excellent boats, with able crews and fine accommodations. And when you consider the absence of sharks to attack your prize after he is hooked, you have the most extraordinary fishing ground it has been my good fortune to fish over. Yet, strange to say, fewer anglers have tried for these fish than for any other species of large game fish.

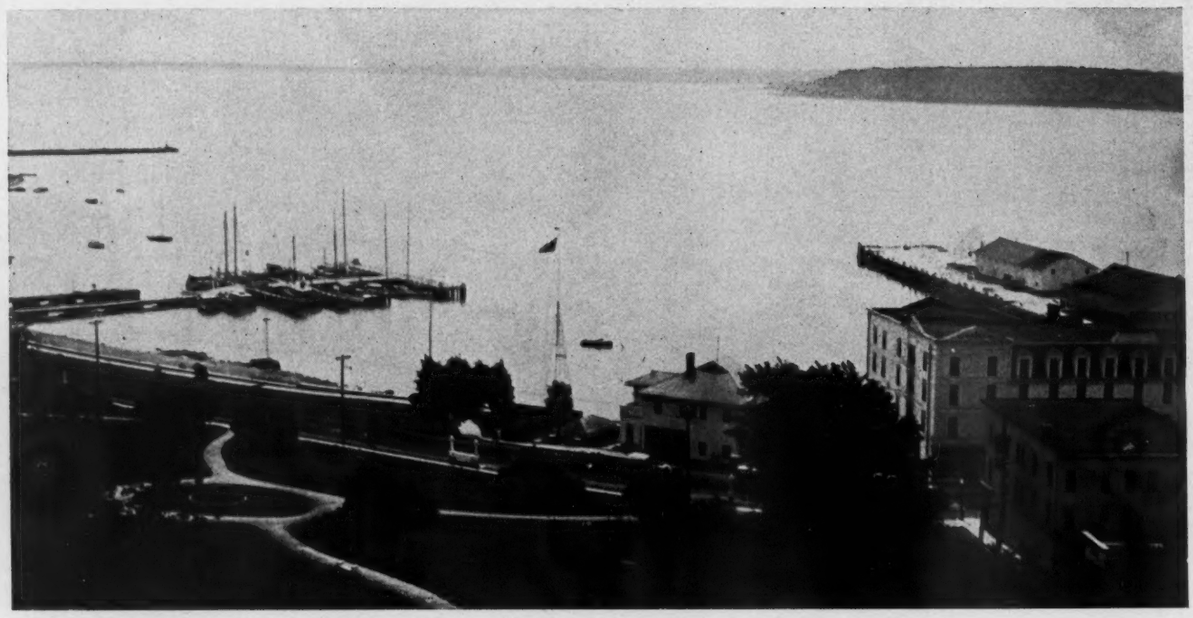
The largest black marlin in the world are found off Talara, Peru, which is one of the most northerly ports of that country. It is a most interesting city and is the home of the International Petroleum Company. From Talara to a point about 25 miles north, many of these great fish have been hooked within seven miles of shore, in water ranging some 45 fathoms in depth. The first man to fish these waters, Thomas Stokes, took a pair of black marlin weighing over 600 pounds, and in February, 1939, Theodore Seeley, of New York, followed with two more weighing over 700 pounds.

Just north of Talara, the Humboldt Current flows offshore and is joined by a warm current called the "Ninon," which comes from the north. The waters from the Gulf of Guayaquil empty into the Pacific not many miles above Talara, and there is no doubt that these three factors combine to make fish so plentiful. A few broadbill swordfish are also taken here and countless varieties of smaller game fish. The rare rooster fish, and the yellowfin tuna, the latter weighing up to 100 pounds, are present by the thousands. Dolphin are as numerous as at any place in the world and run very large. There are, in addition, plenty of the true albacore, which are found only in the Pacific.

As far as is known today, the black marlin fishing begins off Talara early in December and lasts until April, although the fish are, no doubt, in the vicinity the year round. The fact that these fish are off the Peruvian coast during the months of summer weather in that region is one more advantage of this fishing ground. The only fishing centers developed today where an angler from the North can fish during what are the winter months at home are New Zealand, Australia, and Cat Cay.

The ships of the Grace Line make a regular stop at Manta, Ecuador, northbound, to load ivory, nuts and balsa wood. I went into that harbor in the *Santa Clara*, in June, 1939, intending to fish from one of the ship's boats for the four or five hours I hoped that we would be there. Our stay, however, was cut to two hours, so I did not ask to have a boat lowered for me. We had been there less than an hour when the first mate sent for me to tell me that there were two natives in a dugout alongside with one of "my kind of fish." Sure enough, in a tiny dugout, were two Ecuadorean market fishermen with a black marlin they had caught on a hand line with only a three-foot leader drifting at 30 fathoms. They had two small and weakly made hooks and used bonita baits. One of the hooks had taken hold in the corner of the marlin's jaw and they had brought the fish alongside after a three-hour fight. It didn't surprise me that they had caught a fish of that size from a dugout but what will always be a mystery is how they were able to get the fish into the tiny craft without upsetting, for my most conservative guess as to the

(Continued on page 141)



We reached Mackinac Island after a beautiful run from Detour

FROM BALTIMORE TO OSHKOSH

A Cruise of 1800 Miles in a New Boat Shows the Possibilities of Our Own, and Canadian, Inland Waters

By J. T. BORTON

ON June 20th of last year, my new Owens 31-foot cruiser was turned over to me at 3:00 p.m., at the factory in suburban Baltimore. Her tanks were full and she was ready to start on the first leg of the voyage home which was 1800 miles away, on Lake Winnebago, Wisconsin. It was an ambitious undertaking for a first cruise.

I had expected friends from Washington to go as far as Salem, New Jersey, but the man of the party was one of those who thinks a vacation "boat ride" comes second to his work. I was not surprised, therefore, when a message that he couldn't make it came through. So I pulled out alone.

Getting acquainted with a new boat is always an interesting experience. All details of her equipment and the way she handled were quite different from my "old style" 27-foot boat which had one engine instead of the two Chrysler Crowns of the new boat.

Navigating up Chesapeake Bay in the evening rounded out a full day. I tied up at Chesapeake City before dark and in the morning I pulled over to Salem, New Jersey, where I was cordially received at Lope's Boat Yard.

That evening, my mother and some friends who lived near by came on board for a short trip. After that, I locked the cabin and flew back to Oshkosh for a few days. Four days later, I was back East and, on the 27th, my wife, our youngest daughter and our dog, reached Philadelphia. With three friends who were to go part of the way with us, they arrived aboard the *Bees* about 10:00 p.m. for our first "family" night of the cruise.

The arrangement of the cruiser was one of the main reasons for my choice of this particular boat. The plan provides ample storage space, a large galley, plenty of shelves in the bow for stowing towels, etc., and leaves a large open cabin for day cruising. Sleeping accommodations include the conventional upper and lower berths forward and opposite the galley, a seat in the main cabin that extends into a commodious double bed, and an extra seat built in a corner of the main cabin, just abaft the linen locker, that extends endwise for a single bunk. However, there were six of us — and my sister was to make seven from New York to Montreal. I had imagined that air mattresses would be difficult to blow up but they seemed the logical answer for the "extras," so two were provided. We found that they are not difficult to inflate and they proved as comfortable as any of the bunks. With our large "crew," we were agreeably surprised to find how well the arrangements for living and sleeping worked out. In the daytime, the air mattresses were deflated and stowed away, or taken topside for a nap or a sunbath. The beam of 10′ 5″ gives a roomy foredeck, topside and cockpit.

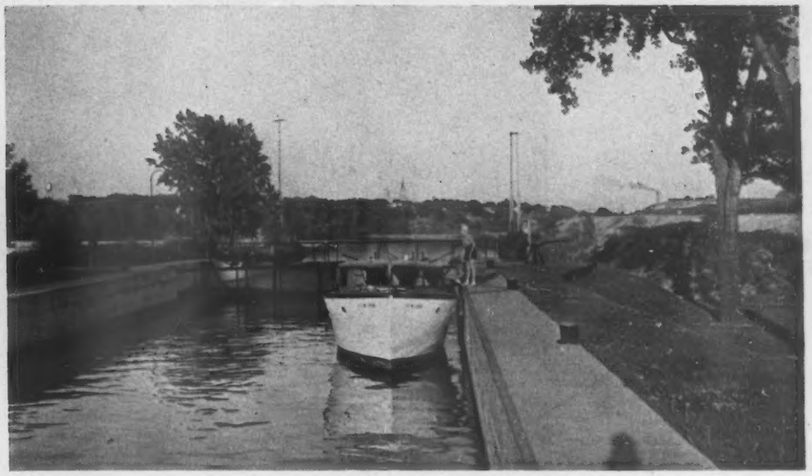
The first morning we were all a bit lazy and made a late start down Delaware Bay. The day was perfect when we started but a fresh breeze was blowing by the time we were off the Cohansey River. The oyster beds, all staked out like city lots, interested us, so we "detoured" to look them over. A schooner was out spreading shell for the new crop of oysters. The sea was making up all the time, with the spray dashing over the top of the house. For a time, the passengers enjoyed it but, after an hour or so, the verve of one or two lessened noticeably. Just around Cape May, one shouted:

"Jess! Stop the boat!"

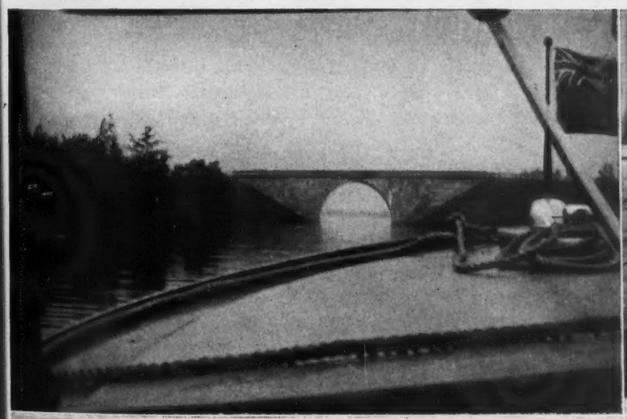
My laughter drew a look of reproach. With some assistance, the passenger made the lee rail.

When we entered Cold Spring Inlet, all was quiet again. That night we enjoyed the courtesy of the Stone Harbor Yacht Club. A check of the fuel tanks next morning showed that we needed gasoline. We got under way, but I ran past a

"Bees" in the cradle of one of the two railways on the Trent Waterway. These give the skipper a chance to examine his boat's bottom and check up on propellers, struts and so on



Above, nearing home. "Bees" in one of the seventeen locks along the Fox River, between Green Bay and Lake Winnebago. Left, in Lovesick Lake, part of the Trent Canal, we spent several hours tied up against a perfect natural rock dock and all hands enjoyed a swim. Below, left, while traversing Canadian waters, we flew the Canadian ensign from the jackstaff. Right, the light and airy cabin invited relaxation. Bottom, left, the skipper and his feminine crew. Right, the ship's mascot stands at attention on the forward deck as the shore is approached



Above Troy, where the New York State Canal runs parallel with the Hudson River

tank on the dock without noticing it. A few minutes more of running in a strong tide and we were out of gasoline. "A fool for luck," the old saying goes. With a minimum of effort, the tide drifted us against a fine new dock and gasoline was promptly forthcoming. Then back to the pump I had failed to see, to fill up.

We started for Atlantic City up the inside channel but there was a chorus of "Take us out on the ocean." So out through Great Egg Inlet we went. When there is a fresh breeze the tide rip can be thrilling and we enjoyed it. Going into Absecon Inlet, at Atlantic City, later in the day, we repeated the experience.

In the morning, the crew voted for the ocean again and we left the quiet of the Inlet. But the fog kept opening and closing in, so we ran inside again, at Beach Haven, and stretched our legs ashore. Later, we stood on northward up Barnegat Bay and the inside channel. At one narrow place, a dredge had the channel apparently blocked, but they waved us to go on. We eased along and found ourselves on a sand bank. Full speed ahead pushed us on over our first grounding. We hoped for luck half as good in any future situations of this order.

At Brielle, the fog was so thick that we tied up inside the breakwater. About an hour later, with the fog apparently lifting, we headed northward again. But a few minutes later it really shut down. Paralleling the shore closely, our "ride" was uneventful except when the coarse sand on the beach off Asbury Park almost scratched our bottom paint and when we barely missed a long pier that appeared suddenly out of the fog dead ahead. However, the fog lifted just off Atlantic Highlands and we stood around Sandy Hook, past the new Army mine field. A patrol boat escorted us around and we anchored for the night just under Navesink Light.

In the morning, we went up the Shrewsbury to Fairhaven where there was much visiting ashore and friends aboard for an evening run.

Standing up through crowded New York Harbor next morning, we got a glimpse of freighters from maritime countries the world over. The Statue of Liberty, Ellis Island, the towers of the great city passed in review. Then the span of the Washington Bridge stretched overhead.

Englewood Yacht Club members made us at home in their fine basin for the afternoon and night. In the evening, there was more visiting aboard. It is strange how many friends one turns up in the places visited on a cruise.

The beauties of the Hudson unfolded before us next day and we tied up just below Albany for the night. Morning found us under way again and we soon arrived at Troy and the first of the 101 locks we were to pass through on the trip. Many of my friends say locks are the bane of a long boat trip, but we have never found them so. The lock masters are almost invariably cordial, friendly and helpful, and we have never met with an unpleasant incident.

In spite of the locks, we made good time and we anchored for the night at a beautiful spot a few miles south of Whitehall. The next morning we ran into Whitehall for breakfast and supplies. Then on into Lake Champlain, beautiful with its clear deep water between high hills. Even my wife, who does not swim, succumbed to the lure of the water and tested the buoyancy of a jacket type life preserver. Lake Champlain was one of the high points of the cruise for us.

We left Rouses Point behind and soon we were in Canadian waters. Just below St. John's we cleared the customs. French colors as well as Canadian showed all along the river. As the locks are closed on Sunday, we lay at St. John's and we enjoyed visiting the town, so different from our home in Wisconsin.

There are eight locks at Chambly. At the first lock, some boys who were watching handled our lines and we invited them to come along. At the next lock, a few more joined us. Only one of them spoke English, so he was appointed chief.

We entered the St. Lawrence at 4:40 p.m. and ran up to Vercheres for the night. There is a protected basin here, just off the steamer channel. In the morning it was a short run to Longueuil, across from Montreal. The crew went sightseeing but the captain had to attend to a bit of business. One of the sights pointed out to us on a drive through the city was an excursion steamer, the *Rapids Prince*, on the rocks in the rapids. Two days later, when I elected to buck the rapids around Farrans Point instead of going through the lock, I was pointedly reminded of the steamer by my vigilant crew. Fortunately for my reputation, we made it easily against an eight-knot current and my recklessness was soon forgiven. The run up the St. Lawrence is against a strong current except in the various canals around the rapids.

The afternoon we entered Galops Lock we were in the company of *three* large freighters. We rattled around between the first and the second freighter somewhat like an ant at a picnic. Part of the crew didn't like it a bit, fearing that our boat would be crushed between the ships and the stone sides of the lock. But the lock master knew his business, and all

(Continued on page 128)

D. Moyer

Genoa sheeted home, in comes the spinnaker! "Edlu II" off Larchmont

MIKE PROVES FISHERMEN ARE BORN

By TOM McCAHILL

MIKE ripped open the yellow envelope the messenger had handed him and read aloud: "Captain Michael O'Leary, West Palm Beach. Is your boat Sheila available for entire Sailfish Derby Stop Wire answer collect George Pruner."

Mike made a hopeless grimace. "George Pruner! why . . . of all the . . ." Suddenly he remembered the boy waiting for an answer.

"I'll send the answer later, Son," he said, and the boy was off.

"George Pruner," Mike continued. "Why, man, I'd burn *Sheila* up before I'd go through another Derby with him. Do ye remember last year? We had the all-time record sail almost in the boat when he gets careless an' lets his pole touch the gunnel an' snap in a million pieces. He got the fish an' had it mounted — 9 feet 3 inches — but the busted pole threw us out of the contest — an' him thinkin' it's quite a joke! Not on my boat will he fish another Derby!"

The Sailfish Derby was a thorn in Mike's side; several times he almost won it, and each time he was cheated by some stroke of bad luck. In fact, the only award Mike had ever been able to bring in was the record muttonfish in the winter contest some years back. The other skippers used to ride him good-naturedly about it, and Mike could take it; but this year he was after blood, having been rash enough to make a fifty dollar bet with Charlie Davis of the *Dixie Belle*.

Riley McClain, the dockmaster and a charter boat owner, stepped aboard. "Say, did you fellows hear about Charlie Davis? He's booked Rodney Ekhart for the Derby."

"Rodney Ekhart!" Mike repeated. "Why the dirty dog, I bet he had 'im when he made that bet with me!"

Rodney Ekhart was considered one of the greatest anglers in the country and his book, "Try your Luck," is the Bible of many deep sea anglers.

"Well," said Mike, "all he needs is Harry Talbot in his other chair an' he'll have all the talent this side of the Atlantic in that tub of his. An' he'll be needin' it."

When we were alone again, I asked, "What are you really going to do about Pruner?"

"Don't know," he said. "I'd hate to be stuck with 'im, but three weeks' charter is three weeks' charter, an' we ain't workin' for love. And the prospects of gettin' someone better ain't so good, with the Derby less than a week off. I'll wait till mornin' to answer."

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It was a good bit after eight next morning when Riley McClain stepped aboard with a telegram for Mike.

"Holy St. Patrick!" he shouted. "What will I do? Look."

Mike handed me the wire and I read:

"I would like to charter your boat Sheila for Sailfish Derby Answer immediately if available H. Talbot."

"That's swell!"

"Swell nothin'," growled Mike. "I just wired Pruner he could have us, and then I foind Talbot, the best in the business, wants to charter us! There just ain't no justice!"

"How long ago did you send the wire?" asked Riley.

"About fifteen minutes."

Riley jumped from the cockpit and ran down the dock.

"What's eatin' him?" Mike asked, surprised by the quick departure.

A minute or so later Riley came running back. "Saved the day!" he shouted. "I phoned and caught the wire as they were sending it."

"Whew!" Mike sighed, sinking into the fishing chair. "I'd av never thought of thet. Thanks a lot."

The day before the Derby opened found us waiting at the airport for the New York plane that was to bring Mr. Talbot. The plane wasn't due for an hour, but Mike said he didn't want to take any chances of losing one of the the world's best fishermen, and most certainly the greatest ever to charter the *Sheila*. Mike had acted like a kid all week, and he showed the telegram to Charlie Davis at least twenty times.

"Ye can have yer Ekhart an' his book," he'd laugh, "I'll take Henry Talbot eny day; he's the best light tackle man in the world."

"Here he comes!" Mike shouted as the plane circled the field. We rushed from the car. Field attendants rolled out the disembarking steps and the doors of the plane swung open. A minute later the stewardess stepped back, the steps were rolled away and the plane made ready to take off.

"He musta missed the plane," Mike almost cried, as the plane's only passenger, an attractive girl in her early twenties, looked around somewhat bewildered. We were about to return to the car when she called to us:

"I beg your pardon, but aren't you Captain O'Leary and Tom?"

"Yes," Mike spluttered, "but how did ye know?"

"I saw a picture of you with Mr. Pruner and the giant sail he caught. That's how I happened to wire you."

"You wire us?" Mike demanded.

"Why, yes. I'm your charter, Helen Talbot."

Mike's face dropped almost to his knees, and he looked like a snowball with a toupee.

"Yer the Talbot that wired us?" he questioned, amazed.

"Yes, but you don't seem very pleased."

"Sure, sure, I'm very pleased." Mike smiled weakly and stammered, "I was kinda expectin' a man."

"I'm so sorry. Maybe I should have signed my whole name."

"Maybe that wud av kept it from bein' such a shock," Mike sighed, as he picked up her bag and headed for the car. "Ye mentioned Mr. Pruner," Mike continued.

"Yes, he was visiting Dad the other night and had the picture with you in it. You may know my Dad, Henry Talbot. He holds the light tackle record for marlin."

"I know of him," Mike solemnly answered.

"Mr. Pruner," the girl continued, "chartered a boat at the City Dock here. I think she's called *Blue Fin*."

"I know 'er," Mike grunted, "belongs to a skunk — excuse my language, miss — name's McGirk."

"I hope she's a nice boat," she continued, "because Dad accepted Mr. Pruner's invitation to be his guest for the Sailfish Derby."

On the way to Miss Talbot's hotel, Mike again questioned her. "I suppose yer father has shown ye just about everything there is to know about fishin'?"

"No. As a matter of fact, I've never been fishing. This will be my first attempt."

"Look out, Mike!" I shouted from the back seat, and we just missed a delivery truck. "Ye'd better drive, Tom," Mike sighed, and he slid from behind the wheel and we changed places.

The next instant the fish broke water and danced on its tail trying to shake the two hooks. Each leader was clearly visible

It couldn't have been more than 5:30 next morning when Mike stepped aboard. "Hi ya, Tom?" he smiled, "How's the coffee?"

I was glad to see Mike was more himself as he helped himself to a cup. "What cheered ye up so?" I asked, "did her father decide to go with her?"

"No, but she came over to the house last night an' offered to call the whole thing off, an' try and git her father for us. She said she could see how disappointed we were and that she signed the telegram "H. Talbot" on purpose so we'd think it was her father an' take her. She also explained about how her Dad has done nothin' but talk fishin' since she was a baby. When he tried to git her interested in Pruner 'cause he likes fishin', she decides to show 'em both up. That's when she wired us, not knowin' any other guides."

"Charlie Davis was here last night," I told him, "seems he heard all about McGirk gittin' the old man and you a gettin' the daughter. Said he'd raise the bet and give odds."

"Humph!" was Mike's only answer, and he soon busied himself in the tackle locker while I finished breakfast. I was surprised at the equipment he got out. First came his very best 6/9 Tycoon rod, bought in a moment of weakness for special occasions and still unused. Then, from a leather case, he took his own special vom Hofe reel. I must have looked puzzled for he asked, "What's the matter?"

"Nothin'," I answered, "but don't you think that equipment's just a little too expensive and light for a beginner?"

"Maybe it is," he answered, "but, the way I'm figurin', fishermen — real fishermen — are born, not made; green or brown don't make much difference. When I found she was out to beat Pruner, I'm all for 'er. Our luck's been so bad it's gotta change, an' she said herself las' night, she not only wants to beat 'em but she wants to do it on light tackle so they'll have no excuses."

Mike broke out a spool of new line and attached it to the reel. "Furthermore," he continued, "don't think because she's never been fishin' that she's ignorant. Ya couldn't live all yer life with Old Man Talbot an' not know sumpin' about fishin'; in fact, it took me almost half an hour to convince her to use a 6/9 rod instead of a 3/6. Even her old man's gonna use 6/9, so she says."

\+ + +

"Ahoy!" a feminine voice called, "anyone up?"

Mike rushed to the cockpit. "Mornin'," I heard him say, "step aboard the tournament winner."

"Good morning," she greeted me, coming into the cabin. "Got any coffee left?"

I poured her a cup, and the three of us sat down.

"I hear you're goin' in the light tackle class," I said, trying to make conversation.

"Yes." She laughed. "Might as well be shot for a lion as a poodle."

"That reminds me," interrupted Mike, "I've gotta submit this rod and 12-thread line to the entry official in order to git in the light tackle division. I'll be back as soon as I kin," and out he ran.

"He was pretty disappointed in me yesterday," Miss Talbot said, "I hope I don't let him down too much."

"I think he's accepting this as a challenge," I said. "You see, he's not exactly fond of Mr. Pruner and, when you made it known you were out to beat him, he felt he had an ally of the best sort, for to win this tournament with an inexperienced girl over the talent on hand would really be something."

Mike soon returned, and we cast off for the sailfish grounds.

"Yer not nervous, are ye?" he asked.

"A little," she confessed, "I saw Dad last night and he said I didn't have a chance."

"Is that so?" Mike spluttered. "Well, young lady, I don't think enymore of this rod an' reel I'm lettin' ye fish with today than I do of my right eye, an' if I didn't think ye had a chance ye'd be wavin' one of me palooka poles."

"Thanks," she said softly, "I hope I'm worthy of them."

The *Blue Fin* had left her dock with Mr. Pruner and Miss Talbot's father twenty minutes before us, and Charlie Davis, with the famous Ekhart, was just astern as we cleared the Inlet and headed north. Miss Talbot was seated in the port chair watching her bait. Mike, at the upper controls, was watching the trolled bait as intently as the girl, and looked away from time to time only to check his course. We were about to circle and head south when he let out a war whoop: "Shark! Shark! Watch that pole, Tom."

An instant later, *click!* and the line ripped from the clothes pin on the outrigger, dropped to the surface and tightened. I grabbed the cockpit knife and cut just as the pole in Miss Talbot's hands started to bend.

"Sorry, Miss Talbot," Mike called down, "but if yer like yer father, ye wouldn't waste yer time with sharks, and that pole isn't much of a weapon fer a 15-foot hammerhead."

"I understand, Captain O'Leary," she said, smiling, "I'm sorry about your line."

While I bent on another rig, Mike dropped to the cockpit.

"Ye know, Miss," he said, "two is twice as good as one, an' I was thinkin' up there if ye had someone else fishin' with ye, we'd have twice the chance of gittin' the Derby. Why, we're the only boat out here with one pole."

"Can't I fish two poles and grab the one with a strike?"

"Sorry, Miss, but yer only allowed one pole accordin' to the contest rules."

"I'll try and get someone," she said. A moment later, we were under way again with Mike back on his perch.

+ + +

The morning passed slowly, with little action. Several of the boats displayed pennants showing successful contact with sailfish, though most of them were red, indicating that the fish had been released. The most common reason for releasing is that the fish is too small, nothing under seven feet being entered in the Derby.

I thought I heard Mike swear to himself and, looking ahead, I saw the reason. Charlie Davis was displaying two pennants, neither of them red. At that instant, *click!* and I whirled just in time to see the line hit the water.

"Wait till the line gets taut on the pole," Mike called from aloft. "O.K." he shouted. "Set the hook!"

Miss Talbot braced her feet and reared back. *Wh-e-e-e!* The reel screamed as the pole bent double under the strain. A second later, a blue body wriggled and broke surface, then walked on its tail for several yards, only to disappear again in the aquamarine water.

"Don't let him have any slack," I coached.

A moment later, the fish came out again in an effort to throw the hook. *Voop!* The pole snapped back as the line went slack.

"Threw the hook," Mike sighed, "but it makes little difference — he was just a runt."

Miss Talbot looked as if she were about to cry when Mike dropped to the cockpit.

"Well, at least ye had a workout with the Royal Family," he said, "that's better than most git on their first day out."

Later, when Mike had a chance to speak to me alone, he muttered, "That critter would av gone better'n eight feet."

The rest of the day produced nothing. When we docked that evening, our client not only looked tired but fairly well discouraged into the bargain.

"We'll show 'em tomorra." Mike laughed as he said good night.

Shortly after dawn next morning, when the charter boats were making ready for the day's run, *Sheila* had a visitor. It was Charlie Davis, from the *Dixie Belle*.

"I suppose you heard Mr. Ekhart on my boat won the daily award yesterday?"

"Congratulations," growled Mike.

"He sure picked the right man to go out with," continued Charlie.

"Bah!" Mike glared. "Right man! Why, ye ain't even a good factsimily of a man! Get off me boat, I'm busy."

"What time does Kindergarten open?" Charlie laughed as he stepped back to the dock.

Mike didn't bother to answer for at that moment he spotted Miss Talbot, accompanied by a round little man, coming down the dock.

"Morning, Captain O'Leary. This is my Uncle Joe. He's going to be my partner for the rest of the Derby."

The little man grabbed Mike's hand and pumped. "I'm Joe Turner, from Chicago," he announced. "Don't know much about this but, if you're out to beat Herbert Pruner an' that fish-headed brother-in-law of mine, I'm all for you."

Mike couldn't help laughing. "Ye two are sure after Pruner. What's he done?"

"What's he done to you?"

"I see what ye mean." Mike grinned. "An' I suppose ye've had as much experience as yer niece here?"

"More. I used to catch catfish as a boy on the Mississippi."

"That'll be a help. At least, ye should know which end of the line the hook's on."

+ + +

Just as we passed the breakwater and headed south, Uncle Joe, as he insisted on being called, got a strike.

"Boy, howdee!" he screamed. "I got me a whale!"

His pole doubled and the reel screamed.

"Amberjack," Mike advised from aloft. "Big one."

Twenty minutes later, I had the leader in hand and the fish was played out and trailing by the stern.

"Drop yer line in, Miss Talbot," Mike called, "right behind that fish an' ye'll ketch another."

Usually, when an amberjack is brought to the boat, several others will follow right behind and, by dropping a baited hook in the water near the caught fish, it's a ten to one shot you'll hook another. The hooked fish was now against the side of the boat and Mike was shouting:

"Don't lift him out till ye have another!"

Wh-e-e-e! Miss Talbot's reel screamed and another was hooked.

"Boy, howdee!" cried Uncle Joe as I lifted his fish aboard. "He's near as big as a submarine!"

I judged the fish would go 50 pounds and that is a handful for any amateur.

Uncle Joe sank in the fishing chair and wiped his brow. "Wow! I'd just as soon take on Joe Louis. How ya coming, Sis?" he called to his niece who now had her hands full.

Five minutes later I led her fish in.

"Better not hook any more," Mike called. "Got to save 'em for a sail."

"Suits me," Uncle Joe replied, "an' if a sail's any worse than that feller, I'll stick to catfish."

The rest of the day passed quickly. In the early afternoon Miss Talbot landed two kings, and Uncle Joe tangled with a shark. We cut the line, much to his liking.

"Better luck tomorra," said Mike to his guests as they were leaving. "At least, yer gittin' a good tan."

At that moment Charlie Davis' voice came across to us.

(Continued on page 134)

THE ELCO 57-FOOTER

This handsome twin screw motor yacht is the present leader of the Elco fleet. Her principal dimensions are: Length over all, 57' 6"; beam, 14' 9"; draft, 3' 5". She is framed with oak and planked with cedar, mahogany deck erections giving pleasing contrast. A pair of Gray Diesels, developing 165 horse power each, gives her a speed of 17 to 18 miles per hour.

The boat is handled from the bridge, leaving the spacious deckhouse, a light and airy room used as lounge and dining room, clear for the owner and his guests.

Rosenfeld

AN IMPORTANT RACING DECISION

A Ruling of the Executive Committee of the North American Yacht Racing Union—And a Dissenting Opinion

APPEAL NO. 12

"Sea Urchin" vs. "Red Hed"

And

"Red Hed" vs. "Sea Urchin"

DECISION OF THE EXECUTIVE COMMITTEE, N.A.Y.R.U.

THE questions involved are brought to us (1) by the Appeal by *Sea Urchin* from the decision of the Southern Massachusetts Yacht Racing Association affirming the decision of the Race Committee of the Vineyard Haven Yacht Club disqualifying *Sea Urchin* under Rule 30 (C), first sentence, and (2) by the Appeal of *Red Hed* from the decision of that Association disqualifying *Red Hed* for violating Rule I.

The pertinent facts found by the Race Committee, with reference to the accompanying diagram, are as follows: —

Sea Urchin, A, and *Red Hed*, B, both running free on the starboard tack, were approaching a mark to be left to starboard. From that mark the next leg of the course was to windward. *Red Hed* was behind and to leeward of the *Sea Urchin*. As they came abeam of the mark *Red Hed* had drawn up even with *Sea Urchin* and gave her ample room around the mark. *Sea Urchin* luffed to proceed on the next leg of the course but failed to trim in her main sheet hard, apparently unintentionally, as would have been consistent with proceeding on that leg close hauled on the starboard tack. *Red Hed*, still overlapping *Sea Urchin* to leeward, also luffed and, while abeam of *Sea Urchin*, luffed into her as shown in position 5. Later both boats trimmed sheets hard and sailed close hauled on the starboard tack. (See diagram.)

The Race Committee further found the facts, which are undisputed, that the *Sea Urchin* after rounding the mark did not bear away to leeward of the course on which she was sailing and was sailed as she was without a desire to hinder *Red Hed*.

Red Hed, the overtaking boat, was attempting to pass the *Sea Urchin* to leeward. The situation is therefore governed by Rule 30 (A) and (C), namely:

"(A) A yacht overtaking another shall keep out of the way of the overtaken yacht . . .

"(C) . . . The overtaking yacht, if to leeward, must not luff so as to interfere with the windward yacht or cause her to alter her course, until she ranks as an overtaken yacht."

These rules were violated by *Red Hed* and therefore her disqualification should be affirmed, unless there is some other controlling rule to the contrary. We find no such rule.

It is asserted on behalf of *Red Hed* that *Sea Urchin* violated the first sentence of Rule 30 (C) which is as follows:

"(C) A yacht must never bear away out of her proper course to hinder an overtaking yacht passing her to leeward."

At position A5, B5, when the yachts collided, A5, *Sea Urchin*, was still able to claim the rights under Rule 30 (A), of a yacht being overtaken.

Rule 31, "Giving Room at marks and obstructions to Sea Room" does not apply in this case. Admittedly *Sea Urchin* was given ample room and to spare.

As an overtaken boat, however, the question is, did *Sea Urchin* "bear away out of her proper course"? *Red Hed* claims that her failure to trim down flat promptly and in seamanlike fashion was the equivalent of bearing away. The finding of facts is that *Sea Urchin* did not bear away at all. A yacht does not "bear away" until she alters her course to sail further off the wind.

It is clear that prior to reaching the mark *Sea Urchin* had a "proper course." Had she completed her rounding of the mark and flattened down hard on the wind she would again have had a proper course, i.e. full and by. There is no rule which compels an overtaken inside yacht to round a mark in the manner which the outside overtaking yacht considers to be to the best advantage. Moreover, the finding of fact in this case is unusually clear that *Sea Urchin* had no "desire to hinder" *Red Hed*. (See Rule 29 (7).)

In the arrangement of the Racing Rules the first clause, A, of Rule 30 which protects the rights of an overtaken boat is justly entitled to whatever added emphasis its position in front of all the other clauses of that rule confers upon it. Very different rules would govern if neither yacht was able to claim the rights of a yacht being overtaken.

The facts in this case, however, being that *Sea Urchin* was being overtaken, that she did not "bear away" (although she was not promptly close hauled after passing the mark) and that she had no "desire to hinder" *Red Hed*, *Sea Urchin* did not violate Rule 30 (C) in any respect.

The decision of the Southern Massachusetts Yacht Racing Association is therefore reversed as to the disqualification of *Sea Urchin* and is sustained as to the disqualification of *Red Hed*.

Mr. Thomas K. Wade dissents from the decision above.

THE EXECUTIVE COMMITTEE
By Philip J. Roosevelt, *President*.

THE IMPLICATIONS OF THE "RED HED" vs. "SEA URCHIN" DECISION

By GEORGE E. HILLS

Author, The Sailing Rules in Yacht Racing

THE decision of the Executive Committee in N.A.Y.R.U. Appeal No. 12, dated July 11, 1941, Vice President Thomas K. Wade dissenting (Bulletin No. 43 of July 31, 1941), should be given the most careful study and analysis by all racing yachtsmen. Its import seems to have escaped the attention it would ordinarily receive, due in part to the failure of the decision to reveal certain important facts of the case, and in part to the obscure language used. Suffice it to say, however, that as a result of this decision, it is now "good" American yacht racing law in *fleet racing* to "ride" an opponent that has overtaken you to leeward, indefinitely past a mark and to bear away upon a leeward overtaking yacht by reason of carelessness or gross negligence, *so long as one does not do so with intent to hinder.*

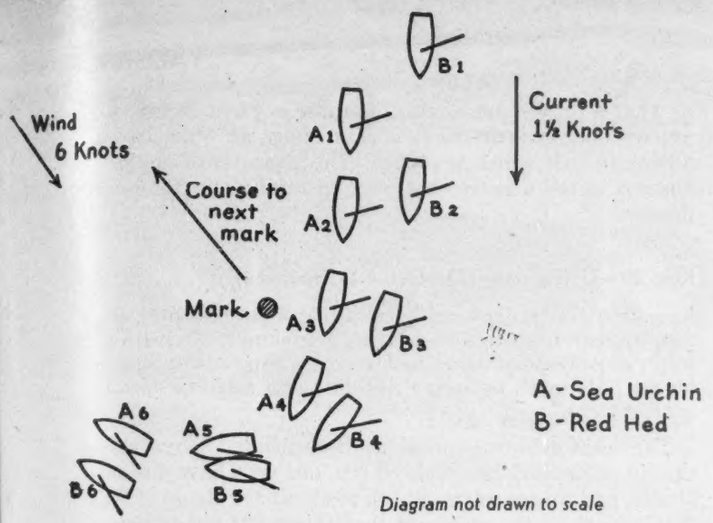


Diagram not drawn to scale

A reading of the decision and reference to the diagram would indicate that *Sea Urchin* made merely a rather poor rounding, thereby hindering *Red Hed*, but to no serious extent. Reference to the Findings of Fact and to the decision of the Race Committee, however, reveals the following most pertinent facts which are not even mentioned by the Executive Committee:

1. That in spite of having an able bodied crew of two in addition to herself, the skipper of *Sea Urchin* elected to handle the tiller and the main sheet herself. There were no light sails to handle. (Finding of Fact No. 3.)
2. That A (*Sea Urchin*) and B did not finally harden on the wind at Position 6 until "at least three full boat lengths beyond the mark." (Finding of Fact No. 5.)
3. "That as a direct result of the poor rounding of A, A and B fell from approximately 5th and 6th places to next to last and last in a fleet of 11 yachts. (The effect was not immediate, but three or four yachts did slip through inside of A and B, and the back wind from these yachts threw A and B still farther back.) There was no doubt that B was 'hindered'." (Finding of Fact No. 6.)
4. That "The Committee found no 'conditions of tide or circumstances' justifying A's poor rounding." (Decision, Race Committee.)

It now becomes apparent that *Sea Urchin's* wide rounding of the mark was not merely a moderately poor one but was an atrocious one, due solely to lack of foresight, organization and simple common sense. Nor was *Red Hed* hindered only slightly, for, as a direct result of *Sea Urchin's* maneuver, she dropped back five places. Upon all this the Executive Committee has seen fit to place the stamp of its approval. Not only are short-sightedness, disorganization, carelessness, lack of common sense and ordinary seamanship acceptable to them, but it is not even necessary to sail a proper course as soon as a mark is reached. Thereafter, a yacht overtaken to leeward is a free agent and can go where she pleases so long as she does not violate Rule 30 (K); and the overtaking yacht must keep clear.

That the above conclusions are inherent in the decision of the Executive Committee can best be shown by direct quotation therefrom: "It is clear that prior to reaching the mark *Sea Urchin* had a 'proper course.' Had she completed her rounding of the mark and flattened down hard on the wind she would again have had a proper course, *i.e.*, full and by."

In short, according to the decision, *Sea Urchin did* have a proper course *before* she reached the mark, and *would have had* a proper course IF she had flattened down hard on the wind. It follows, therefore, as day follows night, that *because* she did not flatten down hard on the wind, she *had no proper course*. And because she had no proper course she could not bear away out of it.

On what grounds are all of the unseamanlike qualities, so amply illustrated by *Sea Urchin*, found acceptable? Just this: *She did not mean to hinder Red Hed.* Under this theory I can, through gross negligence, crash my car into yours; and because I did not mean to do so, I escape all penalty. Indeed I can, under the same theory, even shoot you accidentally; and if "I did not know it was loaded," that is a good excuse, too. Does this principle, when applied to yacht racing, comply with the requirement of Rule 1 that "the Race Committee shall keep in view the ordinary customs of the sea"? Does it indeed make sense either on land or sea?

The decision does not frankly state in so many words that "desire to hinder" is necessary to violate Rule 30 (C). Actually, however, the decision *does* say it, but in such a roundabout way that it is quite obscure. It can be found, however, in two places:

1. In the last sentence of the fourth paragraph from the end, reading "Moreover, the finding of fact in this case is unusually clear that *Sea Urchin* had no 'desire to hinder' *Red Hed.* (See Rule 29 (7).)"
2. In that part of the next to last paragraph reading: "And that she had no 'desire to hinder' *Red Hed, Sea Urchin* did not violate Rule 30 (C) in any respect."

It is to be presumed that these sentences are not mere idle verbiage. First, it is emphasized that *Sea Urchin* had *no* "desire to hinder;" and then it is stated that because of this fact (and also because she did not alter course to sail more off the wind), she did not violate Rule 30 (C) "in any respect." In other words, to violate that rule, you *must* have "desire to hinder." If that is not what these sentences mean, then they have no meaning at all and are wholly irrelevant.

But perhaps the Executive Committee means that there are two methods by which Rule 30 (C) may be violated: One, bearing away out of one's proper course; and two, having "desire to hinder." Perhaps they mean that if *either* one of these conditions exists, it is a violation of the rule. This, however, leads to a manifest absurdity: That one can be disqualified for having a mental desire not evidenced by any act, and about which one does absolutely nothing. On the other hand, if it is a violation of the rule to bear away out of one's proper course *without* "desire to hinder," then such desire is not a factor in the rule at all; and it is meaningless to proclaim that *Sea Urchin* did not have it.

We believe, then, that under this decision, two things are necessary for the violation of Rule 30 (C):

1. The overtaken-to-leeward yacht must alter her course "to sail further off the wind." *And*
2. In so doing she must have "desire to hinder" her opponent. Accordingly, with full "desire to hinder," you may carry a rival who overtakes and overlaps you to leeward, *straight* past a leeward mark; for obviously you are not "bearing away." Also, you may be utterly careless and, through negligence, bear away and hinder a leeward opponent; for these things are not "desire to hinder." This in fact is *exactly* what *Sea Urchin* did!

Was there, however some motivating factor not mentioned that caused the Executive Committee to arrive at the conclusions it did? In complete fairness it must be said that there was. This factor was what may perhaps best be described as an outside yacht at a turning mark "tagging out an inside yacht." It was expressed by a member of the Executive Committee as follows:

"As I see *Red Hed* vs. *Sea Urchin* there are two possible alternatives, one is that on rounding a mark in a leeward and windward race at one instant the overtaken to leeward yacht's proper course might be dead before the wind, an instant later it would be full and by. There could be no middle ground and the outside yacht would 'tag her out' one hundred times out of a hundred."

Can it be that the import of Rule 31 was overlooked? Even if the inside yacht was a non-right-of-way yacht instead of a right-of-way yacht as was *Sea Urchin* in the instant case, Rule 31 *protects* inside yacht "100 times out of 100."

So much for what the Executive Committee said in its decision and for the basic facts of the case. Now what do the Rules say?

Rule 29 — Definition — (7) Proper Course

"During the existence of overtaking conditions the proper course is nothing to leeward of full and by if on a wind, or of the next mark if the wind be free."

Now that clearly defines one course and one course only as being proper *so long as overtaking to leeward conditions exist;* a course readily determinable by the relation of the wind to the course set by the Race Committee. If the wind changes, the proper course changes; and if the course set by the Race Committee changes its direction at a mark, then again the proper course changes. Certainly there is nothing here, nor indeed in any place in the rules, to the effect that a proper course terminates at a turning mark, and that a new proper course then comes into being. The rules do not say that *sometimes* there is a proper course under overtaking-to-leeward conditions. Rule 29 (7) says the proper course under such conditions "*is*" so and so. *The course* prescribed by the Race Committee is *one continuous course* even though it is divided into segments called "legs." Rule 33 does not require a yacht to "go fairly around" *the courses,* but does require a yacht to "go fairly around *the course.*" (Author's italics.) A proper course, as the words are used in Rules 29 (7) and 30 (C), is a *continuous* thing and is terminated only by the ending of overtaking-to-leeward conditions. "During the existence of overtaking conditions the proper course is" *as defined.*

It is important mentally to remove the quotation marks which many of us are prone to place around the words "proper course." The purpose of Rules 29 (7) and 30 (C) is to define and prescribe what is a proper and what is an improper course to be steered or that may be steered under certain specified conditions. If we know what the only proper procedure is in a given combination of facts it must follow that any other procedure is improper. Quotation marks around the words and especially around the word "proper," cause most of us instinctively to think of them as having an unique and perhaps a different quality or meaning. They cause us erroneously to think of the word "proper" as an identifying symbol, or as having a hidden and peculiar meaning, rather than as a particular direction in which a yacht must, or in some given states of facts, may be steered.

But it is argued that "Rule 29 (7) is only a definition" and that, accordingly, there is no obligation to assume a proper course. What does Rule 30 (C) — "A yacht must never bear away out of her proper course to hinder an overtaking yacht passing her to leeward" — mean under this theory? It would be a prohibition *only* against bearing away out of a course that one need never be on; a course that one, under such an interpretation, would be very stupid ever to get on.

What are the ordinary implications of a definition of proper procedure? Let us suppose that the Securities and Exchange Commission (the SEC), sent a bulletin to all specialists on the New York Stock Exchange defining the proper course for such specialists to pursue under a given set of circumstances. Let us further suppose that precisely those circumstances arose in a certain stock and that the specialist therein pursued a course entirely different from that defined to be proper. Let us further suppose that he was called up before the SEC to explain his digression from the clearly defined course, and that he thereupon pleaded: "It is true that you defined one course and one course only as proper in the given set of circumstances, but, gentlemen, you did not say that there was any obligation to pursue it!"

Is it not a fundamental purpose of the Racing Rules to tell us what is proper and what is improper in yacht racing? And are we not, as sportsmen, *always* under an obligation to adhere to that which is proper? The Executive Committee answers in the negative but we respectfully and vigorously dissent.

Rule 29—Definitions—(7)—Desire to Hinder

". . . but there may be conditions of tide or circumstances, other than the desire to hinder the competitor overtaking to leeward, which justify a more leeward course; in this case the responsibility for proving the justification for such a leeward course would lie upon the weather yacht."

The decision in this appeal, as demonstrated above, states that in order to violate Rule 30 (C), one *must* have desire to hinder, and we are referred back to the above clause of Rule 29 (7) to show the source of that theory. It seems crystal clear that if absence of "desire to hinder" is a valid ground for holding that *Sea Urchin* did not violate Rule 30 (C), then *all* circumstances in which such desire is absent, must also be justifiable.

But Rule 29 (7) does not say that *all* circumstances in which "desire to hinder" is absent justify the sailing of a more leeward course. It says there *may be* circumstances that justify such a course. And what kind of "circumstances" is it talking about? Those "*other than* the desire to hinder!" Moreover, it continues, "in such a case the responsibility for proving the justification for such a leeward course would lie upon the weather yacht." Is it not clear, then, that under this rule there *may* be circumstances, in which "desire to hinder" is entirely absent, that *cannot* be justified?

Intent is capable of proof only by one's words or acts; and the rulemakers knew it. Accordingly, in all such cases, they require the weather yacht to prove, not her intent, but the *justification for her more leeward course.* Bearing away upon another yacht by reason of stupidity or gross carelessness cannot be considered justification.

Rule 30 (C) — "Bear Away . . . to Hinder" (First Sentence)

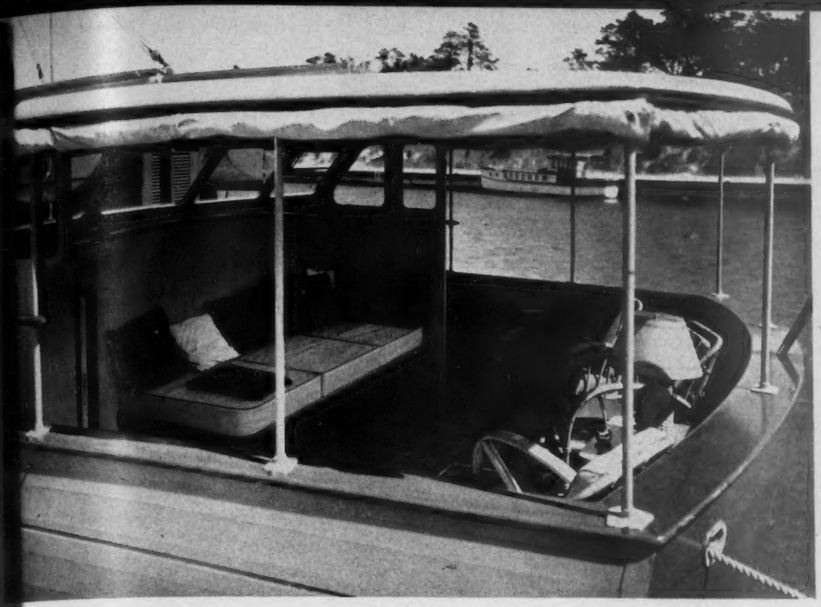
The first sentence of Rule 30 (C) reads as follows: "A yacht must never bear away out of her proper course to hinder an overtaking yacht passing her to leeward."

This sentence rests squarely upon Rule 29 (7). The latter defines the proper course covered by the former; so that unless read in conjunction with Rule 29 (7), Rule 30 (C) is meaningless. It is essential to keep this clearly in mind.

The Executive Committee, in its decision, says that *Sea Urchin* did not bear away out of her proper course because she did not bear away. In support of this contention, "bearing away" is defined as altering helm "to sail further off the wind." Both conclusions appear on first sight to be entirely reasonable. Two things, however, have been overlooked. First, the prohibition in Rule 30 (C) is not against a yacht "bearing away" but against her "bearing away *out of* her proper course;" for if one is sailing above one's proper course, one may bear away to it. (See *Indra* v. *Nike,* N.A.Y.R.U. Appeal No. 6.) Second, Rule 29 (7) requires proof of the justification for any "more leeward course." In other words, it is concerned with one thing only: that *a yacht shall not* BE *to leeward of her proper course without justification.*

It should be noted that this conflict between Rules 29 (7) and 30 (C) thus revealed, is due not to any definition in the Racing Rules themselves but to that set up by the Executive Committee. This conflict arises from the fact that in their definition, the yacht's course is considered only in relation to the wind; whereas both Rules 29 (7) and 30 (C) are considering the yacht's course *in relation to her proper course.*

(Continued on page 149)



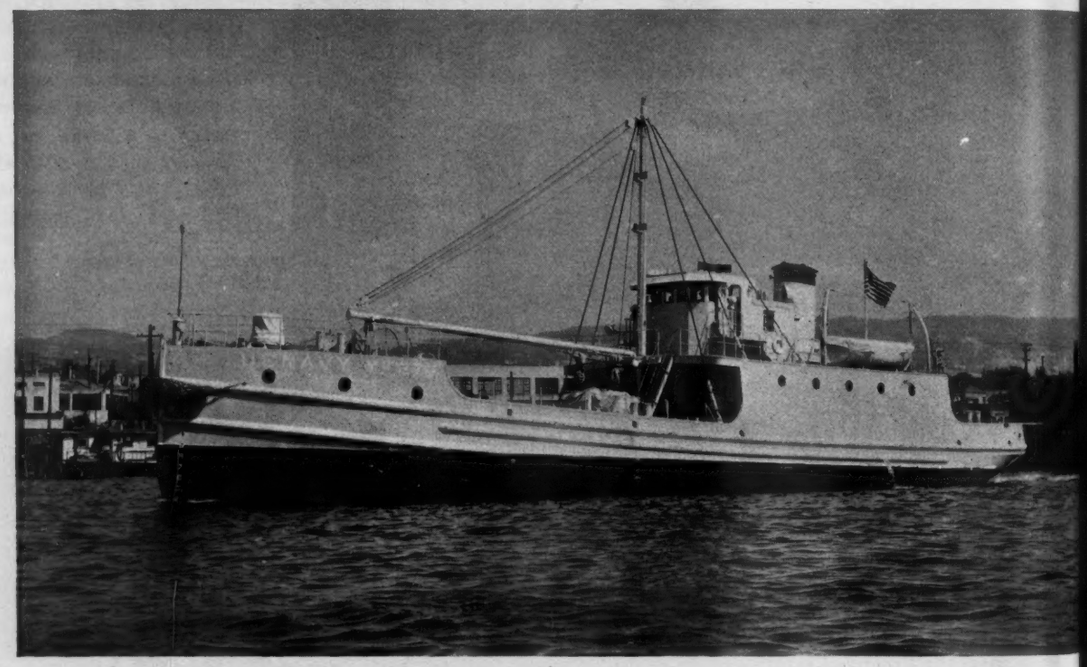
THE NEW "CHANTICLEER"

This attractive twin screw cruiser, owned by Samuel S. Sanford, of Bryn Mawr, Pa., was designed for him by Frederick C. Geiger of Yacht Sales & Service, Inc., Philadelphia, and built by the Mathis Yacht Building Co., of Camden, N. J. "Chanticleer" is 65' 0" in length over all, 62' 0" on the water line, 16' 0" beam and 4' 0" draft. Two 4-cylinder Gray Diesels of 110 hp. each propel the yacht.

Lovick Photos

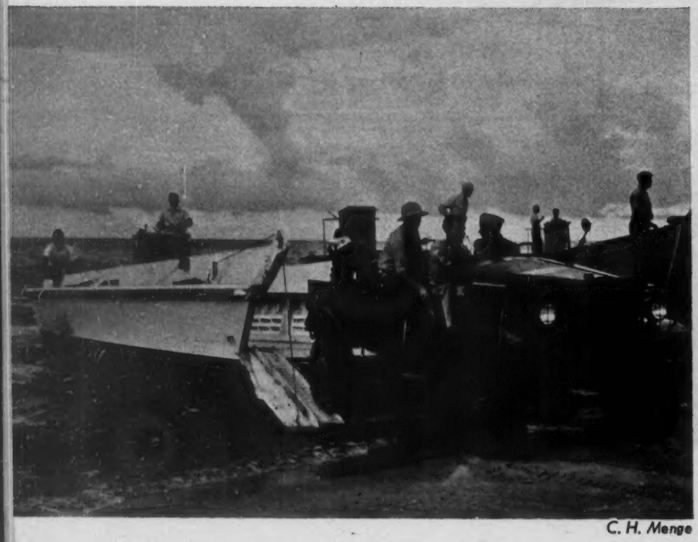
The U.S.S. "Parrakeet," the former tuna fisherman "Jackie Sue," bought in 1940 and converted for use as a coastal mine sweeper. Seventy or more new vessels for the same type of service have been built during the last year, many by prominent yacht yards.

Official U. S. Navy Photographs



The YF-270, one of the Navy's self-propelled lighters. The transport of supplies, equipment and men for the Navy is, in itself, a gigantic undertaking and vital to success in battle.

Bottom, right, a 36' Higgins "Eureka" ramp type landing boat under way, carrying a Marine Corps reconnaissance car. At the left, the boat has run up on the beach. The bow transom of the boat has been dropped down and the Marine Corps car speeds off.



C. H. Menge

Associated Screen News Ltd.

Getting a motor boat away from a float may look simple but one needs skill to do it properly

WHEN YOU'VE BOUGHT YOUR FIRST BOAT . . .

By HARRISON P. WILLIAMS

WELCOME to the great game of yachting! You're in for countless joyous hours spent on board that little ship of yours, and just as many more spent yarning on the beach with that host of new brothers who will take you to their hearts, your fellow yachtsmen. But it may not always be clear sailing. As a newcomer to the game, perhaps with little if any nautical background to help you get started, your initiation into the inner circle of seamen (those who have learned the hard way — by bitter experience) may be painful in spots. The pitfalls are many but, fortunately, your fellow yachtsmen stand ready at all times to give you any assistance and advice *you ask for*. Beware of the windbag who offers "advice" unasked. He is to be found on every landing stage but never in a boat — the *real* yachtsmen don't invite him. At the risk of tagging myself as belonging in the same department with this low form of marine life, I have a few suggestions which may help you get started in this game of ours.

If you are the new owner of a used motor craft, or have bought a new one from one of the regular agencies, you will find a set of three-inch numbers on each side of her bow if she is small enough not to be "documented" at the Custom House. Motor-powered yachts up to about 40 feet will usually be "numbered boats;" if there are numbers on the boat already, you do not get new ones. If you have built the boat yourself, or if you are putting a motor in an old lifeboat or sailing craft, or if you are fixing over an ex-Navy hull, be sure to go to the Custom House and obtain a "Certificate of Award of Number" from the Motor Boat Division. You may get into trouble if you neglect to obtain this certificate, or if you leave it at home when you go out in the boat. Or if you don't paint or screw the numbers on the bow.

If you got the boat through the right kind of broker (the only kind that stays in business), he will have given you an inventory of the equipment furnished with the vessel. This should include, among other things, all equipment required by law for a motor craft of her size. A sail boat is legally a motor boat if she has an auxiliary motor and, as such, she must be provided with certain navigation lights and with the prescribed sound-making, life-saving and fire prevention and fire extinguishing devices. The precise number and design of these items depends upon the size of the boat, as requirements differ for the four size classes into which motor boats are divided.

A word of warning! If your boat has had a previous owner, she may *not* be equipped in accordance with the latest requirements, especially if she has been laid up for a year. In 1940, the Motor Boat Act of 1910 was superseded by a new law. The provisions of this law differ widely from the rules formerly in force. The Motor Boat Act of 1940 has itself been radically altered by the Department of Commerce Regulations of January, 1941. Therefore, boats which were properly outfitted under the Act of 1910 may not qualify under the new regulations until a number of changes and additions have been made. When you are in the Custom House, ask for a free copy of the 1940 Act and the 1941 Regulations, obtainable from either the Motor Boat Division of the Treasury Department or from the Bureau of Marine Inspection and Navigation of the Department of Commerce.

At the same time, ask for a copy of the "Inland Rules of the Road" (commonly called "Pilot Rules"). You are no longer required to carry these on the boat but that is small reason for not doing so! You are expected to know the rules. If you find on your boat a set of the rules bound in

heavy blue paper, throw them away as the blue books have been replaced by books in white covers which contain many changes. But with even the latest edition, disregard the section on the Motor Boat Act as this printing gives the 1910 Act. Pamphlets containing the 1940 Act will not be available until the supply of old printings is exhausted.

The Pilot Rules do not make exciting reading but you should go through them completely at least once a season, and oftener if you can manage to do so. The rules are poorly arranged and if you want to find any section in a hurry you must be familiar with the contents of the pamphlet.

The Pilot Rules list the five situations in which it is possible for two vessels to meet or pass. Situation 1 is that in which two vessels meet head on. In this case, each must sound one short blast ("toot") on her whistle and alter her course to the right. When the rules speak of a whistle, they mean the air or electric horn of a motor boat or of a Diesel ship as well as the steam whistle of a steamer.

Situation 2 is that in which two vessels are on opposite courses, each well to the right of the other. In this case each sounds one toot and holds her course. Situation 3 is similar except that here each is well to the left of the course of the other; this calls for two toots from each vessel.

The fourth situation is that in which one vessel is overtaking the other. Here there is an option. The faster vessel, coming up from astern of the slower one, may elect to pass on either side of the overtaken boat. If she wants to pass on the right side of the slower boat, she sounds one toot. If she wants to pass on the left side, she sounds two. If the slower craft agrees to the proposal made to her by the whistle, she answers with the same number of blasts she received. If, for any reason, she thinks it unsafe to allow the other craft to go past her, she sounds four or more toots — the danger signal. The overtaking craft must then wait and, when the apparent danger is over, she can try signalling again. She should not pass until she gets the "go ahead" signal. You may find, however, that small craft fail to answer signals (sometimes because the noise of their motors prevents the blasts from being heard or, perhaps, because the skipper is ignorant of the rules); in such cases, you have to use your own judgment as to whether to pass or not.

Situation 5 is that of two vessels on converging courses. One of them will, in this case, have the other on her own port side and is the "privileged vessel." She *must* hold her course and speed, sounding one blast to indicate that she will do so. The vessel which has the other on her own starboard side is the "burdened vessel" and must keep clear, sounding one blast in answer to that of the privileged vessel. The burdened vessel will normally stop or else alter course to the right to pass around the stern of the privileged vessel.

Richard H. Anthony

Every yachtsman should know how to make a few essential knots and splices

It is illegal and also poor seamanship for a burdened vessel to try to cross ahead of the other, sounding two blasts in an attempt to gain the right to do so. What difference will a couple of seconds make?

Think of the short-blast signals in this way:

1 Toot: "I am altering my course to my starboard."
2 Toots: "I am altering my course to my port."
3 Toots: "My engines are full speed astern and *I am trying my best to stop!*
4 Toots: "Danger! I don't understand your intentions!"

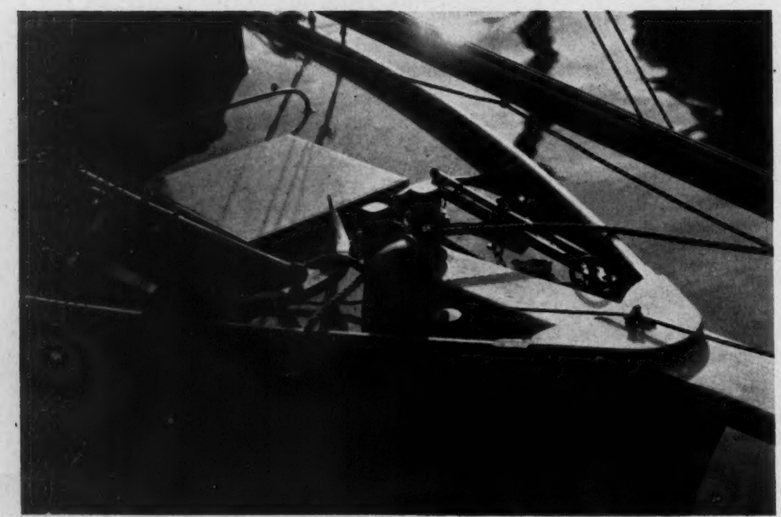
Of course, this will not always hold, as when you are the privileged vessel in Situation 5 and in some other instances, but it will help you to bear the system in mind.

Do not insist on your rights under the Rules of the Road when you meet large vessels. It is better to keep so well clear of them that no danger of collision exists. Power vessels must always yield the right of way to sailing craft.

Do not confuse the short-blast signals with the prolonged blasts required when coming out of a slip or when approaching a sharp bend in the channel. In each case one long blast is called for. These correspond to the honks you sound on your car horn when coming out of a driveway into a busy street or when nearing a blind corner.

Don't forget that meeting and passing signals are never given by or to sailing craft. Sail boats are governed by a special set of rules, which you must learn if you are a windjammer.

Anchors are always a problem. Every boat should have at least two, preferably three if she is a cruiser. The best kinds are the old-fashioned



Don Selchow

Every boat should have at least two anchors. These may be either the old-fashioned kedge or the newer light weight models

Don Selchow

Be sure that the official number is on the bow and the Certificate of Award of Number is on board

"kedge" and the various models of light weight patented anchors available in recent years. The latter come in a wide variety of styles. Get the heaviest you can conveniently handle (or pay for) rather than the very smallest you think you can get by with. The worst mistake you can make about anchors (and it is a common one) is to rely on the stockless "Navy" anchors which are miniatures of those carried on ocean-going vessels. The holding power of anchors of this type increases with the size and in the smaller sizes the "Navy" anchor is sure to drag sooner or later. If your boat is equipped with so called "Navy" anchors, sell them or give them away and get yourself some proper hooks.

Yachtsmen love to argue about the relative advantages and disadvantages of rope and chain for anchor cable. The points for and against each just about cancel one another out, so that your preference for one over the other is a matter of taste. A sensible compromise is to use fifty feet of chain next to the anchor, with the rest of the rode of good (not over two seasons old) Manila.

When dropping anchor, always veer a scope of cable equal to at least five times the depth of the water. A greater scope is desirable.

"Driving" a motor boat may at first glance seem to be exactly like driving a car. There are two important differences in handling a boat, however. One is that when you "put on the brakes" by reversing the engine, the boat will "skid" to one side or the other, thus placing herself across the course of some vessel you are trying to avoid striking. The other is that a boat, when turning, pivots around a point well forward. Thus, when you are getting away from a float or another boat alongside which you have been, your boat will go straight ahead with her stern scraping if you put the wheel over away from the float, etc., and come ahead on the engine.

In maneuvering a boat, remember that it is her stern that swings. Because the rudder can be acted on by the propeller stream even when the boat herself is standing still in the water, you can turn her from side to side in place (within limits) if you remember to keep the stern free. To turn your boat in place, put the rudder hard over and kick ahead on the engine, the boat being dead in the water. She will kick her stern around before she begins to gather way. When she starts to move ahead, reverse the engine to check her way, then repeat the performance until you have her around. The direction in which she will turn best depends on the "hand" of her propeller.

Almost all marine motors (flywheels at the front) drive right handed propellers, while automobile engines (flywheels at the rear) are left handed. Introduction of reducing gears may reverse this, however. *A boat's stern always tends to swing in the direction that the propeller revolves.*

When the average motor boat is in reverse for any length of time, she tends to point her stern into the wind. If you will take the trouble to find out just what your boat does in reverse, you can often turn her peculiarities to good account when maneuvering.

When coming in to a float, etc., always come up-current or up-wind if possible. And always come in at a good, broad angle. Don't come in too flat as this will result in loss of control owing to the cramping of the swinging stern. And don't barge in at high speed, slamming into reverse and coming to a shivering halt. This is spectacular, but it is rotten seamanship. What if the reverse fails?

Getting away from the float is never as hard as getting into it, if you know how. The secret is to get the stern free. Suppose the current is from right ahead. The tendency will be to cast off all lines and steam ahead. But don't do that. Instead, cast off the bow just before you let go aft. This swings the ship's head out into the stream. Then, put the wheel over toward the float, kick ahead on the engine, and there you are, well out from the float and parallel to it.

When the current sets against your stern, cast off aft first, let the stern swing out, then let go forward and back clear. Or, if room is restricted because of boats moored off the float, hang on to your bow line and let the stern swing clear around until your boat has her other side against the float. Next, pass a line ashore aft to hold the stern while you cast off forward and let the bow swing. Thereafter, proceed as you do when the current is from ahead.

(Continued on page 146)

Al Wharfield

In familiar waters, the navigator can find his position (in clear weather) by looking at prominent objects alongshore, such as this lighthouse

UNDER THE LEE OF THE LONGBOAT

By "SPUN YARN"

A HAPPY NEW YEAR to you, and I hope you share my pleasure in the fact that the lid is off and that we no longer mumble in our beards about "the present disturbed condition of the world." It's war, and it looks like a hard war against what an Irish friend of mine calls "those horrid little yellow t'ings." But at least it's a war that an angry nation sees, and we're through with pretense and subterfuge.

At the December dinner of the Cruising Club of America, Commodore Stanford proposed a toast which brought no boisterous cheer to the throats of the assembled sailors. Rather it ushered in a moment of thoughtful silence which was infinitely more impressive. We drank "To all our friends who are at sea tonight." If I sense the spirit of these stirring times, there'll be plenty as the nights go on.

I ought to know, as I've been interviewing at the rate of forty to sixty a day embattled Americans who are crazy mad at the Japs, the Germans, and the Wops, and who want to join the Navy and show the world. They remember the treacherous assaults on Pearl Harbor and the Philippines and, as one of them expressed it, they want to join their buddies out there and knock hell out of the Japs.

I now come to a confession, prefaced by repetition of what is alleged to be a funny story. It's about Toscanini and a member of his orchestra who played a sour note on his viola. When the conductor heard it, he covered his ears with his hands and asked how anybody who professed to be a musician could be so terrible. The player replied, "The fact is, Mr. Toscanini, I just don't like music."

The story doesn't fit my case exactly but it's only fair to confess that I'm not as interested in yachts as I used to be, and that I don't see how I can go on writing exclusively about the sport while the good civilization that makes it possible hangs trembling in the balance. If this meets with your disapproval, register your objections with the Old Man and he'll find you another coxswain for the Longboat.

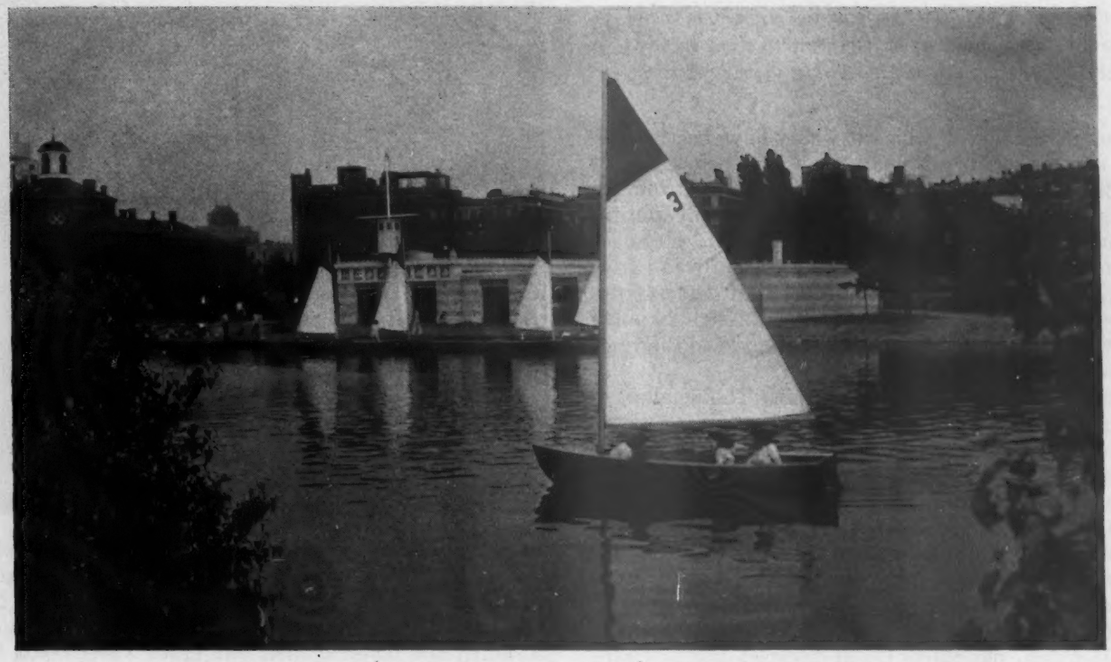
But the way I look at it is this. In the heading which Charles Rosner drew for this page several years ago, there are three seafaring gents that have been listening to me gaff about yachting long enough. The day Japan attacked us the suspicious looking bird sitting farthest aft jumped ship and enlisted in the U.S.N. When Germany declared war, the cove leaning on the longboat deserted sail and shipped in steam to get at Hitler before it was too late. And when Musso the Ape said "Me too!" the boy in the foreground laughed himself into an attack of hiccoughs. Which left me sitting on my pneumatic cushion talking to the empty air.

So while I mean from time to time to comment on my favorite sport of yachting I crave also the privilege of tuning my zither to the prevailing mood. It's perfectly true that the English yachting journals have mainly ignored the war for more than two long years. But, if I know our allies, their temperament is different from ours. When they race yachts, they race hard and then go home and thumb bulbs into the ground or putter about with delphiniums. When war comes, they fight like mad while the push is on and in the lulls they sit around and gam about yachts. But your good American golfer has no interest but golf, and your ardent yachtsman talks racing and cruising in his sleep — and, when we go to war, we fight all the way from the turrets of a battleship to the pot-bellied stove in the cabin of a coasting schooner.

The day after we had the first air raid alerte I had the misfortune to bump a cop. Or rather he bumped me. Anyway, when I saw what had happened, I said: "I hope I didn't hurt you." "You did," said the cop. "I'm sorry," said I. The cop glared at me. Then he laughed and said: "Skip it. We'll both be worse hurt before the war is over." Boy, was I glad I was in uniform!

And I was glad about that, too, when I saw the headlines of a minor news item in the "New York Times." The headlines read, "NAVY BUYS FEATHERS. Rest on Soft Pillows Assured for Ships' Crews." Who wouldn't quit the farm along with the chicken feathers and go to sea?

Incidentally, I put *Hotspur* to bed for the winter in the middle of November and if you've been worrying about her you may rest assured that Bobby Henry is taking good care of her down in Oxford, Maryland. While on the shores of the Chesapeake, I heard the rumor that I had sold the sweet little packet. So I just want to state confidentially between you and me that there's nothing to the rumor. She's still mine and P. L.'s and so she will be until you see official notice to the contrary on this page. If any. War may be hell, but it takes more than rumors to force *Hotspur* permanently into the hands of strangers.



Boston's Metropolitan District Boathouse, close to the city's most densely populated areas, houses sixty sail boats and ten row boats and is the playground headquarters for 750 youngsters

COMMUNITY SAILING AT BOSTON

By LEONARD M. FOWLE

A DREAM has become a reality. What is probably the largest junior sailing organization in the country came into being when the Community Sailing Association was successfully launched on Boston's Charles River Basin during the past summer. This dream of a nautical playground for the youngsters of Boston's crowded downtown districts and a program of "yachting for all" (see February, 1941, YACHTING) surprised even its sponsors by the degree of its success and its solvency.

Many were skeptical about the idea. Even several of those who backed the plan believed it would be a couple of years before it functioned properly for there were many problems to be solved. Could an undertaking of this scope, which brought together adults and children of varying experience and background, be made to work? Most of the juniors could be charged only a token membership fee and yet the Community Sailing Association, with its fleet of sixty boats, had to be self-sustaining. Would it be possible to interest a sufficient number of senior members, paying dues of $15 a season, to carry the financial burden? Could a clash of interests between old and young members be avoided?

The answer was given in the enrollment of 750 juniors between the ages of twelve and eighteen years who kept the boats and boathouse humming with an average daily attendance of 150 youngsters. A total of 275 became senior members. Of these, a small percentage enrolled as contributing or sustaining members giving more than the required $15 fee. Most of them became active senior members and, in addition to financial aid, brought to the enterprise the benefits of experience in sailing.

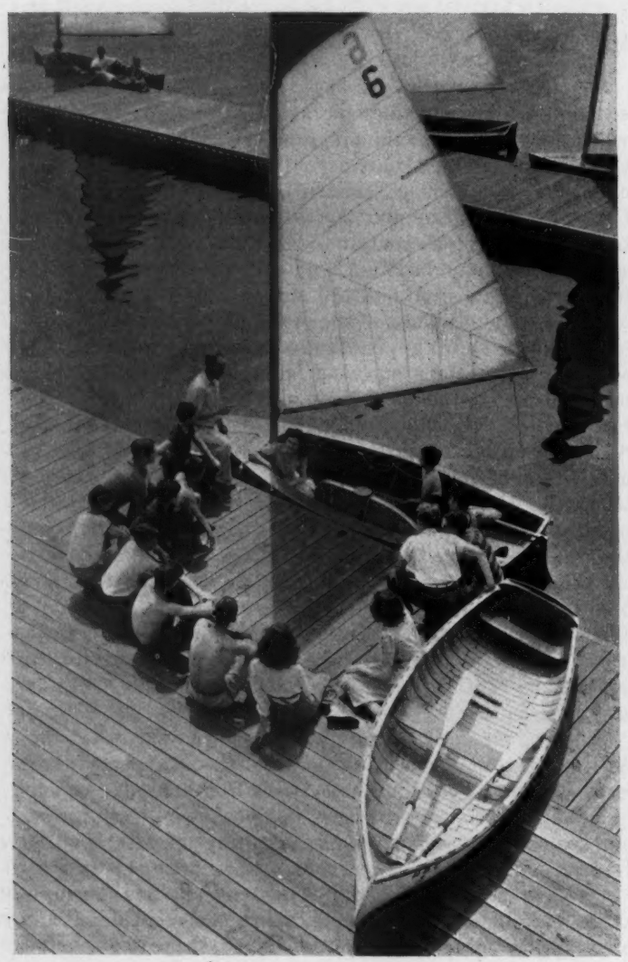
For the juniors, the association program ended when the schools reopened but the seniors carried on through October when a third phase of the program was developed. This was the plan for intercollegiate activity, with the student yacht clubs at Boston College, Boston University, Harvard, Holy Cross, Northeastern and Tufts participating. There was biweekly racing for varsity and freshmen divisions, general sailing throughout the week, and a couple of larger regattas for the collegians. About 150 students participated. It is expected that this phase of the program will be considerably expanded next spring, possibly to include schools as well as colleges. Boston long ago won fame as a pioneer in many now accepted principles of community service and as the home of the city playground idea. With the Community Sailing Association, it has pioneered again by offering a municipal boating playground on the Charles River Basin, that mile long and half-mile wide body of fresh water between Boston and Cambridge. The Basin was made when the Charles River was dammed some thirty years ago when the tidal mud flats gave way to a broad, deep body of water of constant level. This was the accomplishment of the late James J. Storrow. In ensuing years, particularly during the last decade and a half, his widow has provided funds for the beautifying of the Boston shore with gardens and walks, and with centers for recreation.

One such place is a pool and clubhouse for model yachting. Another, the latest contribution from Mrs. Storrow's funds, is the Community Sailing Association Boathouse, a spacious brick and granite building with long docks and thirty brand new mahogany plywood dinghies, built by the Metropolitan District Commission. These boats were designed by Professor George Owen, of M.I.T. Their construction is unique as they are built with a double hull or sponson sides. They proved their practicability throughout the season, often

Three older girls, near the junior age limit of eighteen, in one of the thirty Owen-designed sailing dinghies. There are air tanks under the wide side decks which will float them if capsized

performing in weather in which it would have been impossible for novices to sail with safety on the open waters of Boston Bay or at Marblehead. The design made it difficult for them to ship water except in the form of spray and the boats could be capsized only through extreme carelessness. In the entire season, with the dinghies in daily use from almost dawn to dusk, there were only a half-dozen capsizes. Once a boat was turned over, the sponson design gave her enough reserve buoyancy to make her an excellent life raft for the crew until rescued.

The boats have two sizes of mainsails. The smaller, of 56 square feet, is useful for beginners and provides a storm mainsail as well. It has a green tip to its head, while the normal canvas, of 72 square feet, is tipped with bright red. This color scheme distinguishes the Community dinghies from the white-sailed M.I.T. craft and other privately owned sail boats on the Basin and also makes it easy for attendants at the Community Boathouse to know at a glance the experience of skipper and crew manning the boat. The colored sails add to the picturesqueness of the Basin on a summer day. The thirty Owen-designed dinghies were augmented by an equal number of craft with colored sails provided through the generosity of Joseph Lee, whose father is credited with having originated the playground system in America. The Charles River Basin and the improvement of the lot of the youngsters from the congested North and West Ends of Boston have long been the major interests of Mr. Lee, a member of the city's school committee. It was Joseph Lee who, some four years ago, provided the original impetus for the Community Sailing Association by imbuing a group of youngsters with the joys of sailing and building their own craft. These boats have a narrow hull, shaped much like a double-ended dory, and gain their stability through outrigger pontoons. Added to the dinghy equipment of the Community Sailing Association, they make a practical boat in which the beginner may be safely trusted and their rig — simple, jib-headed sails on heavy bamboo fish-pole masts that bend to the heavier winds — have enough driving power to make the boats quite fast.

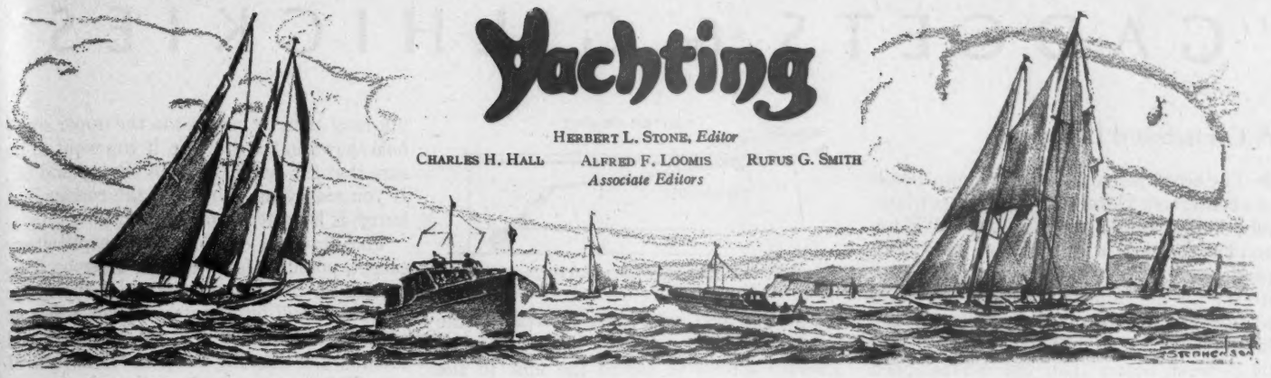


The Community sailing program really got under way last winter in numerous neighborhood houses, clubs and social organizations where the sponsors of the development gained their members' coöperation in conducting shore schools at which the younger children were taught the rudiments of the art of sailing. When the program was launched at the end of June, these youngsters were prepared to begin actual sailing. The first boats began to arrive in May and the enrollment of senior members during the spring provided enough instructors to teach the youngsters when the schools closed and the junior program opened just before July 1st. There was a mass christening of nearly a score of the new dinghies on June 27th which provided a colorful opening ceremony. With Army and Navy color guards in the background, Commissioner Eugene C. Hultman, of the Metropolitan District Commission, which administers Greater Boston's park system (including the Charles River Basin) and which had appropriated a share of the Storrow funds for this development, raised the flag.

The program was fortunate in the choice of its director, for Walter C. ("Jack") Wood is a yachtsman of wide experience. A clever skipper who had made a reputation as a Star Class helmsman, who knows boats of all types and yachting in all its phases, "Jack" Wood has the additional qualification of having been the director of the M.I.T. sailing program on the Basin for the past five years. Thus he is thoroughly familiar with the teaching of novices, for nearly 90 per cent of the Tech yachtsmen are beginners; he is, moreover, experienced in working with young people so that he understands the proper handling and the point

(Continued on page 142)

Small groups were given short talks on boat handling each morning before they shoved off. Ten light row boats like the one in the foreground were in constant use by both seniors and juniors



EDITORIAL

"Yachting's" Thirty-fifth Anniversary

WITH this issue we celebrate our thirty-fifth anniversary. On January 1st, 1907, the first issue of YACHTING made its appearance and with the December, 1941, number the magazine completed thirty-five years of uninterrupted service in the interest of those who follow the sea for pleasure.

Many changes have taken place in those years — changes in the boats themselves, in rigs, in customs and in magazine publishing. And, just this last month, a change from peace to war. In 1907, it required both vision and optimism to launch a magazine devoted entirely to sailing and motor boating. Oswald Garrison Villard had that vision and was the backer and first owner of the magazine. The undertaking was launched with faith in the ultimate growth of the sport which the gasoline engine even then promised. The aims of the staff were to produce "a magazine edited for the reader as distinct from a 'trade' journal; one that would reflect the spirit of the sea and preserve its traditions; that advocated participation in the sport for the pleasure to be derived from it rather than as a means of gain or the desire to win." These were brave ideals. We have tried to carry them out.

Whatever measure of success has been achieved has been made possible only through the loyal support of our readers, the active yachtsmen of the country, and of our advertisers whose help has enabled us to make the magazine what it is.

We're In It Now!

While this issue of YACHTING was in the works, the tide of war reached our shores. Inside of three days we were faced by three hostile powers already geared for "all out" war. To those who have watched the march of events, and could properly appraise them, this was no surprise. The only surprise was where the first blow was struck. And this blow came before a declaration of war — which also should have been no surprise after watching the tactics of our enemies.

We believe it may be a long war; we know it will be a hard war. The first blows we received have been heavy. But no heavier than we have borne in the past. Somewhere back in our history we seem to remember that one of our earliest Naval Commanders, when called upon to surrender after receiving hard blows, is reported to have answered: "Sir, I have just begun to fight." And so it is again. A nation, united now as it has not been for years, has gone "all out" in a concerted effort to see this thing through. Sailors who gained their sea experience in yachts; boatbuilders who devoted their lives to turning out pleasure craft; craftsmen who made engines and motor cars for pleasure or peaceful pursuits, now have all turned their energies to insuring the defeat of our declared enemies.

What It Will Mean to Yachting

With war now an actuality, previous estimates of its effect on yachting and the interests to which this magazine is dedicated must be revised. Nothing is to be gained by blinking the fact that actual hostilities will curtail activity afloat or by not acknowledging the greater importance of military and defense affairs. This applies not only to yachtsmen themselves but to those in the boatbuilding industry as well. More men will be going into the military services, more men and women will be engaged in defense activities, more shops will be geared to war industry. This is a foregone conclusion.

Yet this does not mean a cessation of all boating activity. There is still need for recreation, perhaps even more than before, and those who get their greatest recreation afloat should and will use their boats where it can be done in waters not restricted by military necessity. This form of relaxation is no more unpatriotic for workers and civilians living under the strain of war than is any other form of amusement. And there will be plenty of waters where pleasure boats can be used without interference. This was so in the last war, as we have pointed out many times, and we see no reason why it will not be so now. This does not, of course, apply to large yachts employing paid hands. There will be none of these in commission. But, also as in the past, this emergency will prove to many persons that real enjoyment is not dependent on the size of the boat or in having others work for them. In the overhauling, fitting out and handling of one's own boat comes the real sailor's enjoyment.

As we see it, the mission of this magazine during the days and months ahead is to carry on for the benefit of those boat owners and sailors, whether they are afloat or, perforce, ashore with their boats laid up, whether they are in service and defense work or at their regular jobs, who are still more interested in boats and the sea than in anything else. Some of them will have to do all their boating through the pages of this magazine. Others, in addition to the pleasure they may get from reading about boats and their gear, the cruises of more peaceful times, and from the friendly exchange of ideas that every magazine should make possible, can still get afloat.

In other words, YACHTING must bring to them the recreation their boats formerly supplied, must keep them in touch with what is going on in the sport they follow, and must help to keep alive that love of the sea and ships that will make every one of them want more than anything else to get back to the little boat, the blue water and the fresh breezes the moment the war is over. Boating for pleasure is merely marking time. It will flood like the incoming tide when the guns can be put aside for the boats.

"GADGETS & GILHICKIES"

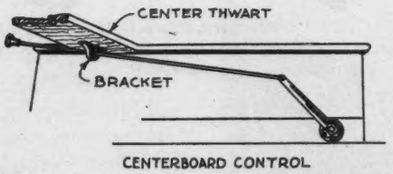
A Centerboard Lever

▶ The accompanying drawing shows details of a centerboard lever that I made last winter for a Penguin dink. It worked out well in use and has certain features that recommend it, particularly the extension rod, which makes it easy for the skipper to handle the board when sailing single-handed. As a general rule, the so-called "gear shift" lever centerboard rig is much neater than the old-fashioned open top trunk as it enables the builder to close in the top of the trunk and finish it off with a fore and aft thwart. This thwart should be made wide enough so that the crew can hook his toes under it when hiking out in heavy going. About six inches wide is right. The extension rod lies under this overhang on the starboard side and is thus pretty well protected. A suitable bracket of either metal or wood is provided under the center thwart to act as the after bearing for the rod.

The dimensions in the drawings are for a centerboard trunk whose sides are 1" thick and for a board ⅞" thick. It will be necessary to make alterations for dimensions that vary from these figures.

Note that when the lever is in a vertical position, as shown in the drawing, the board is halfway down. When the board is all the way up, the lever is at an angle of 45° forward; when the board is all the way down, the lever is 45° abaft the vertical. Be careful of this when cutting the square hole in the centerboard to accommodate Detail 1. This detail is secured to the board with copper nails which are riveted over. (See Detail 1.)

After the whole unit is assembled, drill through the lever and through the part shown in Detail 2 and insert a brass or copper pin, riveting both ends. To be sure that there will be no leaks, it is well to coat the surfaces around the hole through the wood of the centerboard trunk with Jeffery's or Kuhl's



CENTERBOARD CONTROL

marine glue just before final insertion of the unit. Use number 12 flat head bronze or Everdur screws to secure the unit to the trunk. They should be as long as possible without going all the way through into the centerboard slot.

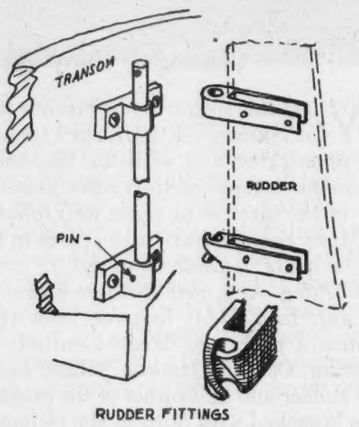
The knob on the extension rod is wood, of course, and is pinned to the rod. The forward end of this rod, which should be made of brass tubing, is split with a hack saw for about 1" and flattened to form a clevis. The ends are rounded with a file and a ¼" hole is drilled to accommodate a clevis pin. This pin may be turned out of ½" brass rod and should be long enough to allow for a washer and cotter pin, as indicated.

Rudder Fittings

▶ While on the subject of dinghy parts, a few words about the rudder fittings used by such well-known builders as Bill Dyer, of the "Anchorage," and others, should be in order. These fittings are very neat and make it much easier to ship or unship your rudder than with the conventional pintle and gudgeon fitting. Anyone who has tried the trick of spearing the eye of a gudgeon under water with the point of a pintle will know what I mean.

In operation, the rig is simplicity itself. To ship the rudder, you simply tip it to an angle of about 30 degrees, slip the lower gudgeon onto the rod, below the upper bracket, straighten up the rudder and drop it down into position, putting the upper extension of the rod through the upper gudgeon. A cotter pin may then be inserted in the upper small hole shown in the drawing, if you want to be sure that the rudder will not slip up and off. If you may want to remove the rudder in a hurry, it is better to omit the pin.

The drawings should be self explanatory except, possibly, for the lower gudgeon. The casting for this is the same as for the upper one but it will be necessary to cut a slot at an angle of about 30 degrees, as shown, and a little wider than the diameter of the vertical rod. This is easy to do with a hack saw, finishing up with a file. A 5/16" brass rod is



RUDDER FITTINGS

about right for a boat up to 16' long. I recommend fastening the brackets to the stern with ¼"–20 brass machine screws through the transom, with nuts on the inside. Put a washer under each nut. Space the brackets as far apart as the counstruction of your boat will permit in order to prevent undue leverage on these parts when water pressure is exerted against the rudder.

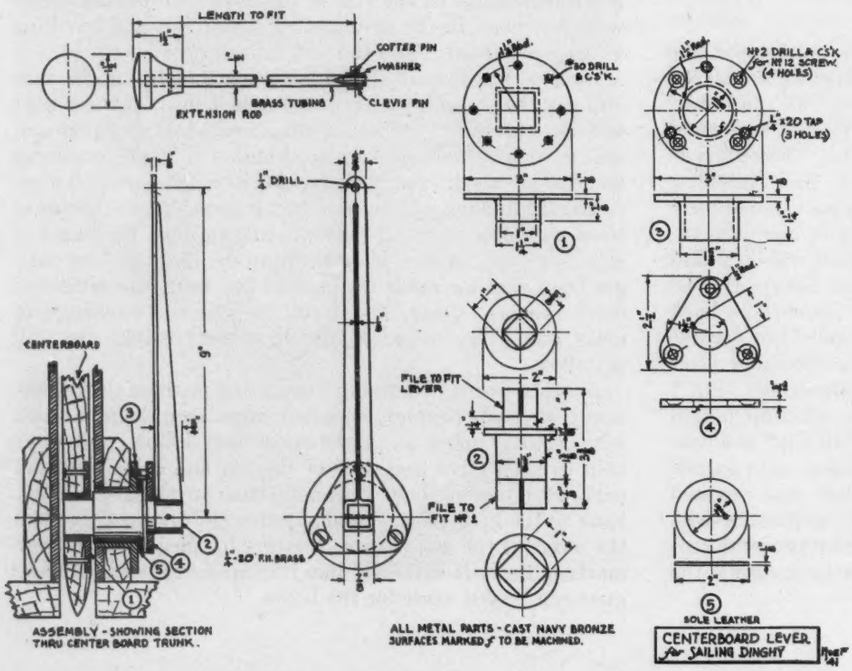
A Note on Plastic Battens

▶ In the October issue of this sterling publication I ran a suggestion anent plastic battens which was sent in by Dr. Jesse L. Carr, of the University of California. I went to considerable trouble to get all the dope on the material — Micarta — suggested by the good doctor, even interviewing the engineer in charge of that department at the Westinghouse Electric & Manufacturing Co., so I figured everything was running clear. What was my surprise, however, to receive a letter from none other than George Baekeland, who certainly rates as an expert on plastics. I quote:

"Ernest Ratsey made and stocked them (Micarta battens) for some time and, with a twinkle in his eye, he said he thought they were an excellent idea because, first, if they fell overboard, they sank; and, second, because their added weight usually tore the batten pocket when the sails shook. So, altogether, Ernest rather liked them. I tried these battens and found they tore jibs rather badly. All that type of material is covered by priorities at the present time and, even if suitable for battens, would be unavailable."

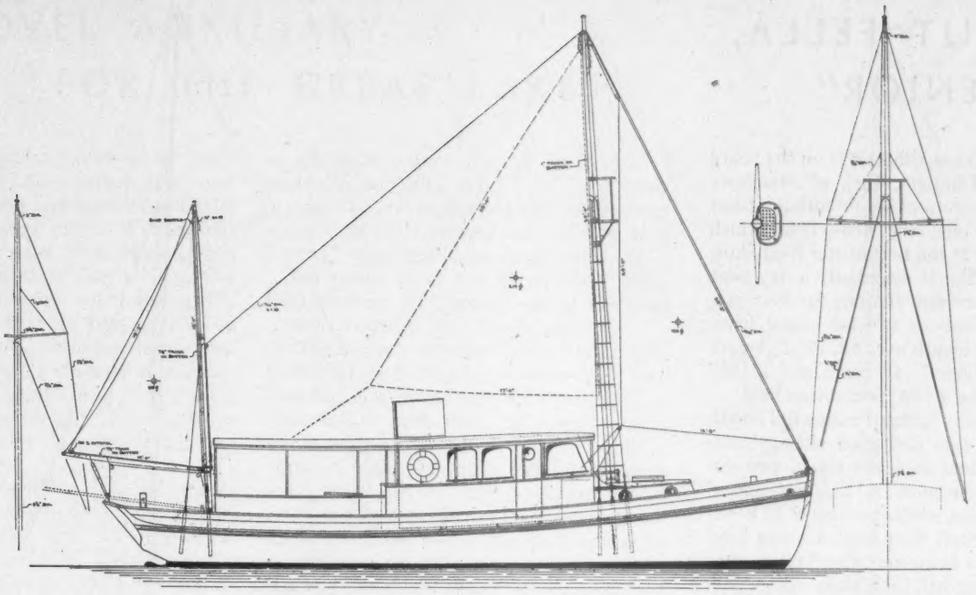
Oh, well, I always did prefer the good old ash batten anyway.

HAM DE FONTAINE



ASSEMBLY - SHOWING SECTION THRU CENTER BOARD TRUNK.

ALL METAL PARTS - CAST NAVY BRONZE SURFACES MARKED ✓ TO BE MACHINED.



Outboard profile, spar and rigging plan of the new boat

"LAST BUCCANEER," A HUSKY MOTOR CRUISER

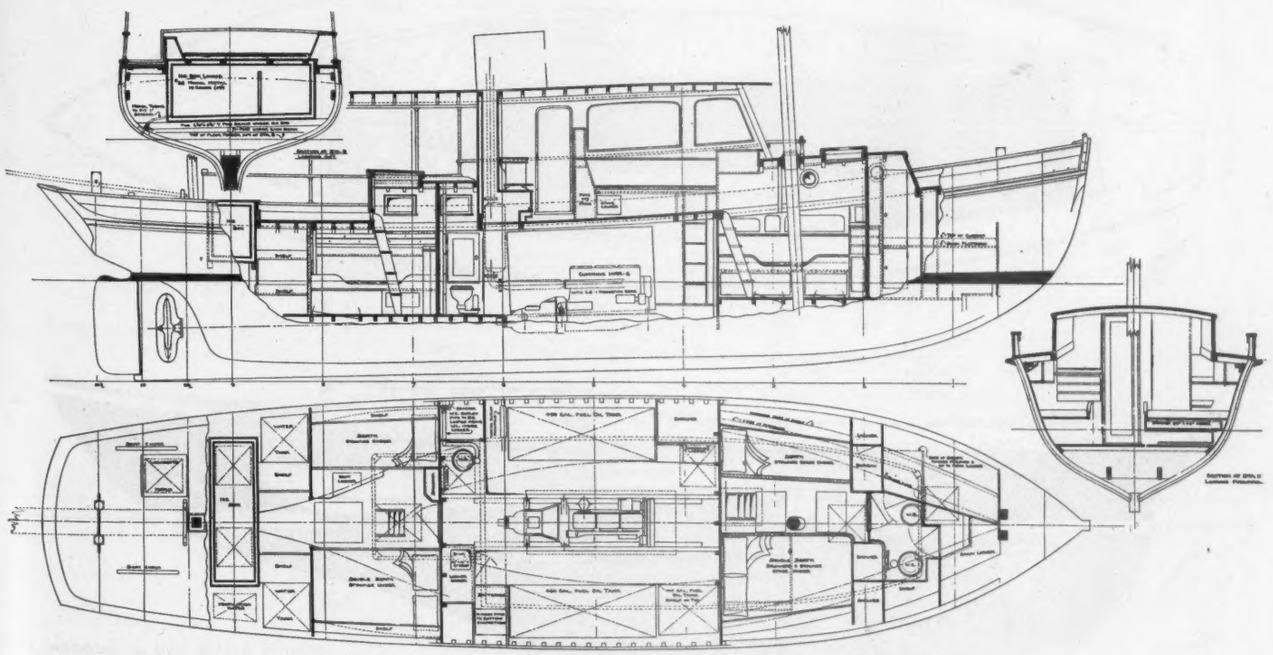
THE designer, John G. Alden, calls this boat a "semi-motor-sailer" since she is really a motor cruiser with a small auxiliary rig, more for use in an emergency than for anything else. She was built for Louis A. Ferguson, Jr., of Chicago, by Palmer Johnson, of Sturgeon Bay, Wis. Her principal dimensions are: Length over all, 52′ 6″; length on the water line, 45′ 4″; beam, 12′ 8″; draft, 4′ 10″.

Mr. Johnson desired a boat similar to the commercial vessels of about her size in service on Lake Superior and the plans show a rugged model of rather an unusual type. She has high bulwarks, ample deck room, and carries about 3000 pounds of inside ballast besides heavy tanks, motor, etc. The auxiliary rig is small, the total sail area being but 456 square feet in jib, main and mizzen.

The power plant is a 6-cylinder Cummins Diesel of 125 horse power. Working through a reduction gear of 1:2.8 ratio, at 1600 revolutions per minute this gives the yacht a speed of 10½ miles per hour. Two 450-gallon fuel oil tanks are located in the wings of the spacious engine room and also a lubricating oil tank of 100 gallons capacity. Two water tanks are aft.

The accommodations are somewhat unusual, the main cabin being in the deckhouse, the roof of which is extended aft to form a shelter over the cockpit. Forward, under a trunk cabin, is a large stateroom with a wide berth to starboard and a single berth to port. A toilet room with shower bath adjoins this room and forward of this is a one-man forecastle. Aft is another large double stateroom, also with a wide berth and a narrow one and an adjoining toilet room. There is an extra large ice box under the seat at the after end of the cockpit and the galley is in the after end of the main cabin.

The plans show a short-ended boat with a good sheer, accentuated by a husky wearing strip the entire length of the hull.



Inboard profile and cabin plan. The arrangement is quite unconventional

The plans reproduced in this section are the property of the designers under whose name they appear. For further information concerning any design address the naval architect in question.

"STOUT FELLA, SENIOR"

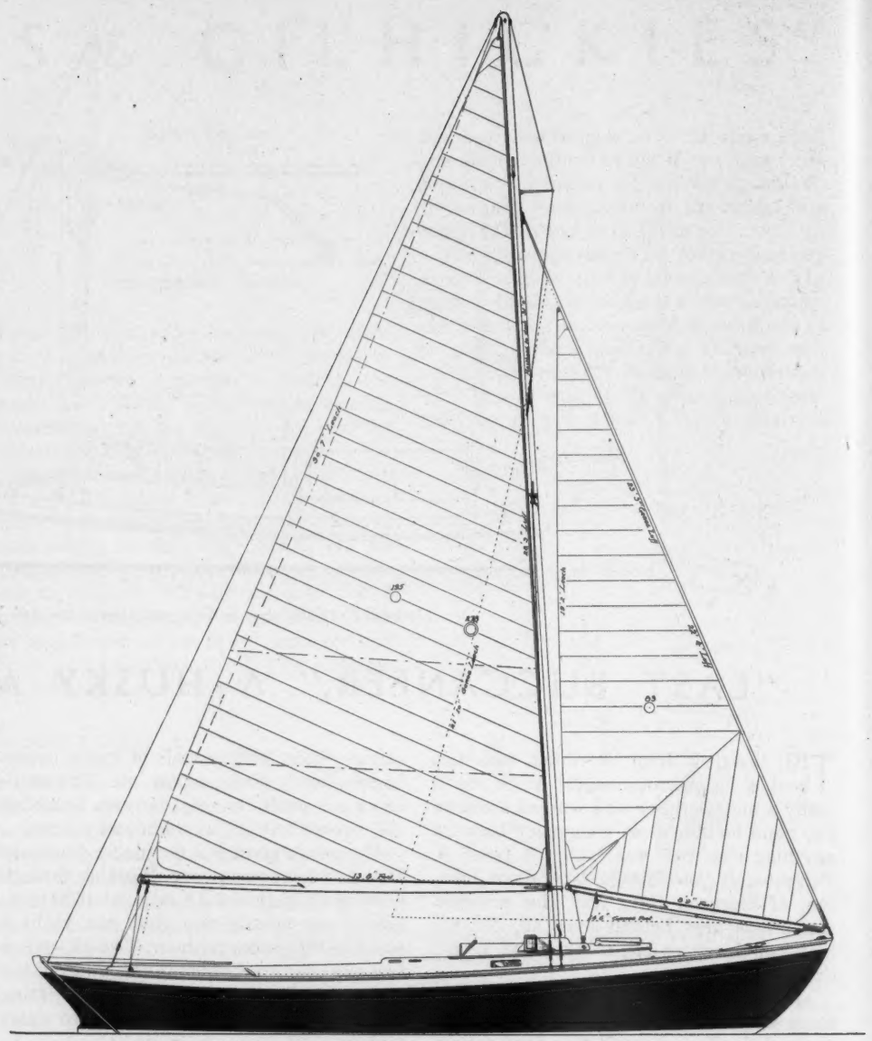
THIS attractive auxiliary is from the board of Gilbert Dunham, Inc., of Stamford, Conn. She is a new and larger edition of last year's Stout Fella, the little boat which made such a hit at the 1941 Motor Boat Show in New York. She is essentially a day boat with cruising accommodations for four persons for week-ends or two for longer trips. She is 26′ 8″ in length over all, 21′ 4″ length on the water line, 7′ 4″ beam and 3′ 10″ draft. She carries a 1400 pound iron keel.

There is a cuddy forward with a full length berth on each side and good sitting headroom. With a tent over the boom, two can sleep on the cushions in the passengers' cockpit amidships, which has over 5′ 6″ headroom. This cockpit floor is at a lower level than that of the helmsman's cockpit so that the man steering will have clear vision.

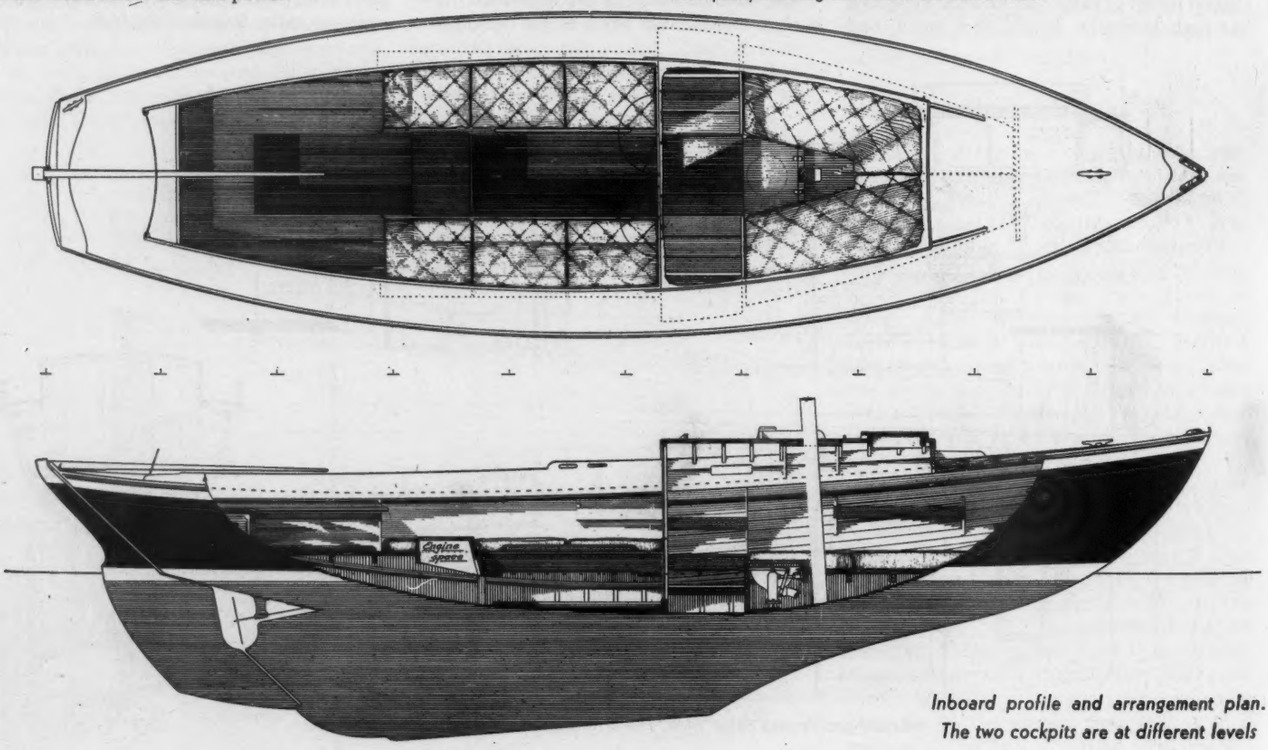
As auxiliary power, she has a 3 hp. air-cooled Lauson marine engine with 2:1 reduction gear and reverse gear. If desired, a single-cylinder 3.7 hp. water-cooled Lauson with reduction gear will be installed at small additional cost. With either of these motors, the boat will jog along at a good pace.

Keel, stem and framing are of selected white oak and the outside planking and trim are of Philippine mahogany, bronze fastened. Deck is of heavy Tempered Prestwood, laid with the rough side up. Bulkheads are of ½″ Weldwood. Spars are of Sitka spruce, the mast hollow and the boom solid. Sails, about 278 square feet in area, are by McClellan and standing rigging is of 1 by 19 Hazard preformed wire rope, galvanized.

The boat has not yet gone into production but the experimental boat has performed well in her trials under sail and power.



Sail plan, showing the boat's attractive sheer



Inboard profile and arrangement plan. The two cockpits are at different levels

A NOVEL AUXILIARY FOR THE GREAT LAKES

THIS cruising auxiliary, planned for service on the Great Lakes, is from the board of Murray A. Wright and is now practically completed at the yard of the Wright-Built Boat Company, Dundee, N. Y. She is owned by Dr. Ralph Spellman, of Corfu, N. Y., and was designed to meet his requirements. Dr. Spellman specified that the boat have speed and windward ability, comfortable quarters with a lot of room for stowage of supplies and ship's gear, ruggedness of construction without any excess weight, and comparatively light draft. Her rig is fairly snug and she has ample power.

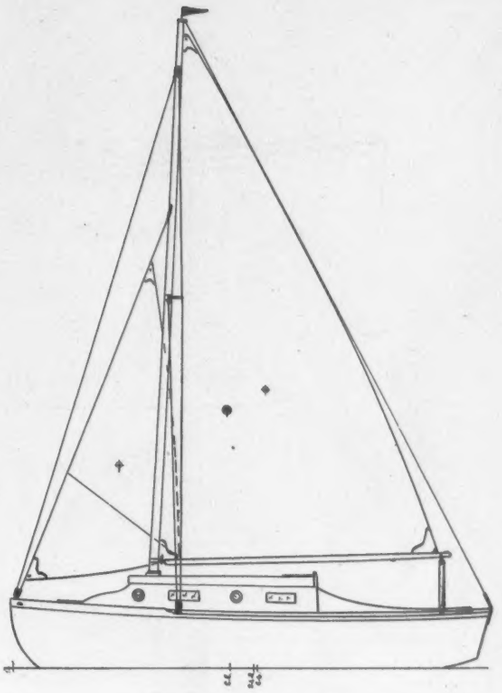
The principal dimensions of the new cruiser are as follows: Length over all, 30′ 0″; length on the water line, 25′ 2″; beam, 10′ 2″; draft of water, 4′ 6″; least freeboard, 3′ 2″. She carries 2140 pounds of cast iron on her fin keel.

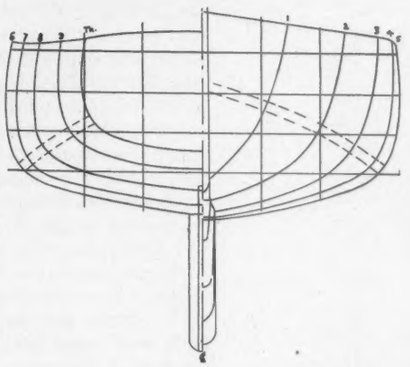
She is sloop-rigged, with everything inboard, and her total sail area is 405 square feet in mainsail and jib. A permanent backstay runs from masthead to taffrail. The mast, which is 33′ in length, is stepped on top of the cabin house, which is well braced to support the weight and the downward thrust of the mast.

The lines are unusual for a cruising boat of her size since she resembles in model an overgrown dinghy with a fin keel. The keel is 2″ by 8″, of white oak, and the fin is built up of 6″ by 6″, 6″ by 8″, and 4″ by 6″ white oak and Douglas fir. The stem is of white oak and the forward end of the keel is notched into it and thoroughly bolted. Frames are white oak, ¾″ by 1¼″, 6″ center to center. Deep floor timbers, of Douglas fir, are fitted on alternate frames. Clamps are 2″ by 4″ white oak and bilge stringers 2″ by 3″, also of oak. The hull is planked with white cedar strips 4″ in width, copper fastened. The deck is of ¾″ cedar and is canvas covered.

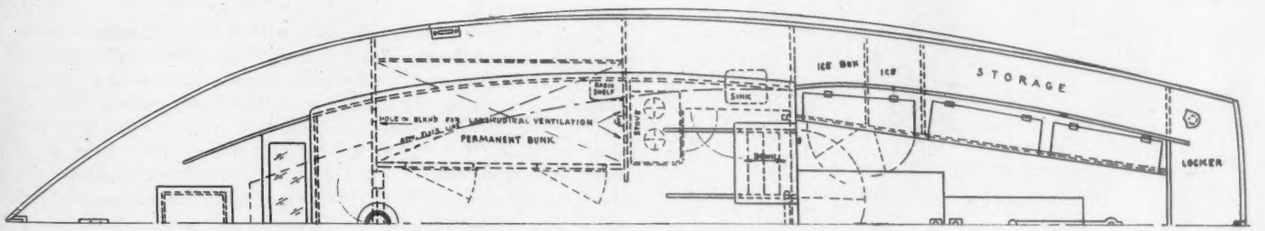
The power plant is a Gray Light Four, located under the forward end of the large cockpit. It drives the propeller direct.

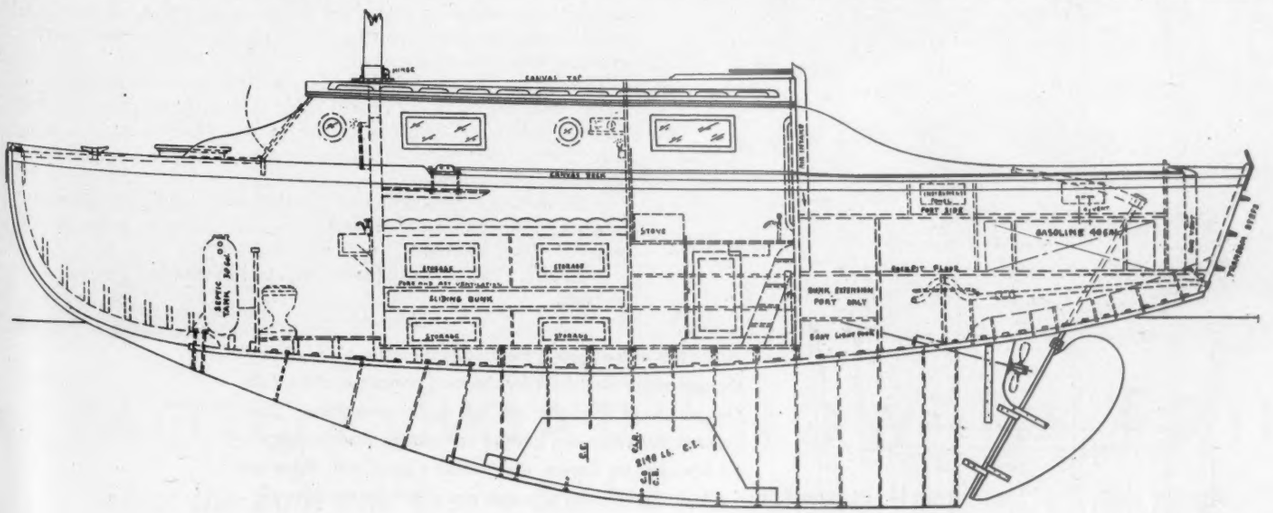
The arrangement is novel, providing berths for five adults and a lot of stowage space also. Forward is a toilet, with a 30-gallon septic tank and a wash basin. The main cabin, which has 6′ 1″ headroom, has a high built-in berth on each side, under which is a sliding berth which divides the stowage space beneath the fixed berth. On the starboard side, aft, is the galley and on the port side is the dining table which lowers to form a berth, the foot extending under the cockpit floor. Stowage space is abundant throughout the boat.

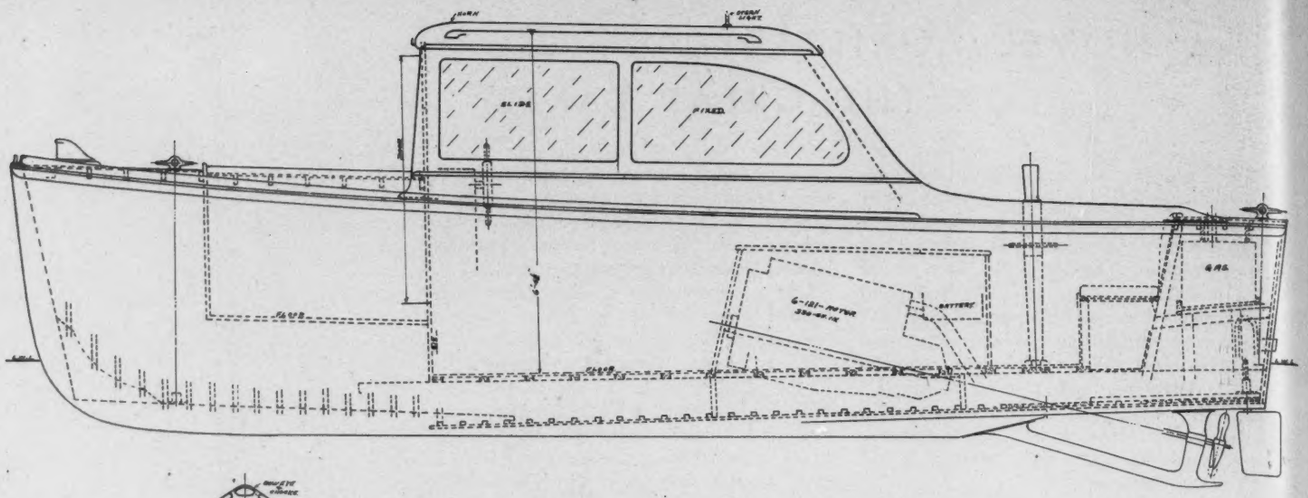


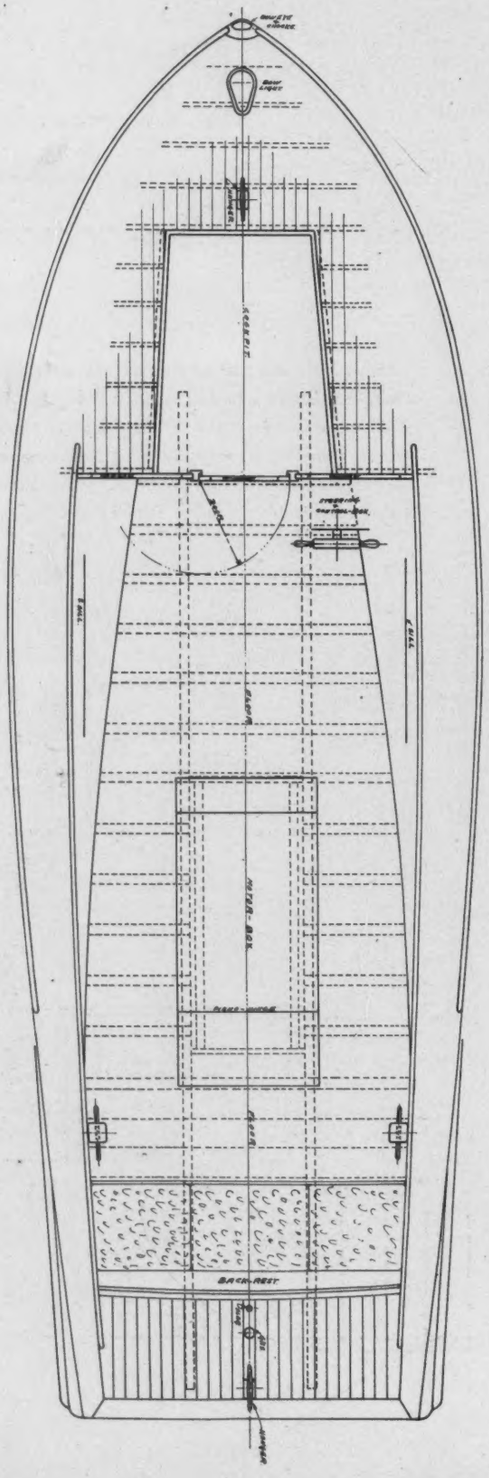


Above is the sail plan of the new cruiser for Dr. Ralph Spellman from the board of Murray A. Wright, of Dundee, N. Y. At the left is the body plan, resembling in many ways a big dinghy with a fin keel attached. Below is the accommodation plan and inboard profile, showing the layout









"FLAGSHIP"

Designed for Race Committee Use

YACHTSMEN who were present at the forty-fourth annual Race Week of the Inland Lake Yacht Racing Association, either as competitors or spectators, no doubt noticed the interesting motor boat used by the race committee. This was *Flagship*, which was designed and built for the Lake Geneva Yacht Club by the Lyman Boat Works, of Sandusky, Ohio, specifically for that service. A boat to be used by the officials in charge of running a regatta, particularly one with so large a fleet as that which assembled on Lake Geneva, Wisconsin, last August, must meet certain requirements. She must be fast, so that the officials may get out to the line and back to the clubhouse without any wasted time; she must be roomy, with plenty of space for judges, timers and the men who handle starting signals; and, finally, she must be comfortable.

Flagship, as the new boat has been named, meets all of these specifications. Her principal dimensions are as follows: Length over all, 24′ 0″; beam, extreme, 8′ 4″; draft of water, 2′ 2″. She is clinker built, with steam bent frames of selected white oak and lapstrake planking of Philippine mahogany. Planking runs in strakes the full length of the hull.

There is a roomy cabin amidships, with 6′ 4″ headroom and with the cabin floor at the same level as that of the after cockpit. On each side of the cabin there is a deck whose width varies from 9″ to 12″ so that it is easy to get forward or aft outboard of the house. There is a cockpit worked in the forward deck, 4′ 0″ in length and of an average width of 2′ 9″; its floor is a few inches above that of the cabin and there is approximately 24″ of deck outboard of it on each side, giving plenty of room for the starting cannon, megaphone and the rest of the regatta committee's necessary paraphernalia. The after cockpit has a seat with a lazyback across its after end. On each side of this cockpit is a stout quarter bitt which will come in handy whenever any boats are to be towed.

The engine, installed under a box a little abaft amidships, is a Gray Super Six, a motor of 330 cubic inches piston displacement which develops 145 horse power and drives *Flagship* at a 24-mile pace. As the plans show, the engine beds are stout and extend from the transom well forward.

In the forward starboard corner of the cabin is the steering wheel actuating a Columbian worm type steerer. All engine controls are centered at the helmsman's position.

In service, *Flagship* has behaved well and has made a fine committee boat.

At the top of the page is the outboard profile of "Flagship," the new motor boat built for the race committee of the Lake Geneva Yacht Club. At the left is the arrangement plan, showing that cabin and cockpit are entirely clear except for the box over the engine, which made a good seat. There was a high stool for the helmsman and chairs for the officials

Rosenfeld

A MOTOR BOAT SHOW IN PRINT

What the Boat and Engine Builders Are Offering Yachtsmen This Year

The Richardson 33-footer for 1942 has the unbroken sheer line traditional with this veteran builder

A MOTOR BOAT SHOW IN PRINT

RICHARDSON'S 33-FOOTER

▶ In a year when new models are rare, it is good to see a new 33-footer by Richardson, especially as she is one of the smartest looking cruisers ever to roll off the ways of this veteran builder. While the hull lines carry out the traditional Richardson continuous sheer, the superstructure has been streamlined and is finished outside in white and mahogany that makes for striking effect. Decks are finished in blue.

The layout and accommodations of this new model provide a practical and comfortable cruising boat. The generous beam of 10′ 8″ makes possible a finished deckhouse 8′ 5″ wide in the clear by 9′ 3″ long. The open cockpit aft is 5′ 6″ from cabin bulkhead to transom. Everywhere below there is a feeling of roominess and comfort. Four berths, uppers and lowers, are arranged to port and starboard. Just forward of each berth is a locker with ventilated panel door, the top affording generous shelf space in the cabin itself. In the fore peak there is a 50-gallon water tank and the anchor cable locker, accessible through a removable panel.

The galley, while neat and simple, is large and includes several innovations. A toe recess at the base, for example, enables the steward to stand comfortably and securely even in a seaway. Another departure from usual design is the concave line of the counter edge which will do much to eliminate congestion in the companionway.

Both cabin and deckhouse interiors, which are the creation of Criqui, Inc., of Buffalo, are as pleasing as they are striking and unusual. Blue predominates in the color scheme, with red, used sparingly, for trim and trimmings. Deck linoleum is dark blue. In the deckhouse, the walls, to window height, and the head lining are upholstered in gray leatherette with natural-finished mahogany strips running horizontally on the walls and athwartships overhead. Woodwork around windows and windshield is finished in a deep blue enamel.

Standard power for the 1942 series of the Richardson 33-footer is a direct drive 91 hp. Gray engine. All 1942 models of the well-known Richardson line of cruisers have full government-required equipment and other items valued by the practical yachtsman.

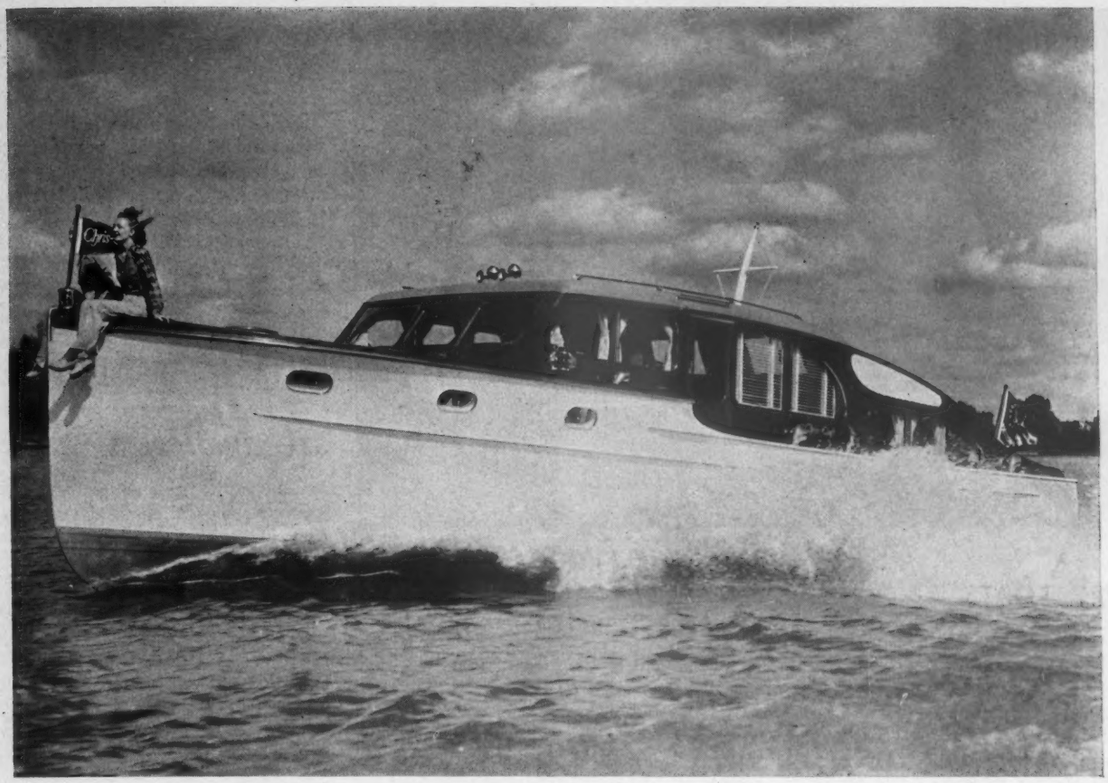
MANY CHRIS-CRAFT MODELS

▶ An impressive new fleet of 95 different models is offered by Chris-Craft for 1942. The dominating features of this year's boats are new lines, new color schemes, ultra modern streamlining and increased speeds. Runabouts for speed, practical utility boats, express models, comfortable cruisers, and a luxurious motor yacht, are part of the line.

In offering these models to yachtsmen, Chris-Craft officers advise that part of the corporation's production is devoted to the manufacture of boats for the United States Government under the defense program. However, the 1942 fleet was designed, engineered, and is being produced without interrupting defense activities. Designed to meet the requirements of every purse and purpose, certain models are particularly adapted to meet the exacting demands of fishing, aquaplaning, commuting and hunting. For instance, the price leader of the new fleet is a 16′ special runabout available with two engine options of 60 or 95 hp. Speeds of 32 and

The interior of the deckhouse, Richardson 33-footer, looking into the comfortable forward cabin

Brown-Percy

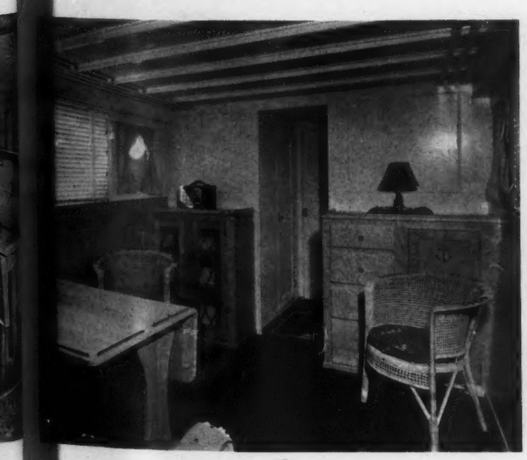


This 45′ Chris-Craft provides sleeping accommodations for nine persons

37 m.p.h. are listed for these motors. She is designed to offer the advantages of a utility boat combined with the speed of a runabout. The forward part is enclosed, while the after cockpit is open and has a stern seat.

Stepping up a notch is the 17-footer, in which two different models are available, special and deluxe. The former is built for two engines of 60 and 95 hp., with speeds of 30 and 36 m.p.h., respectively. The deluxe model may be had with three motors, and speeds up to 38 miles. The special runabout is sturdily constructed and designed to sell in the lower price bracket, less frills and gadgets.

In the runabout class, boatmen will find that Chris-Craft has met every requirement as to size, speed, finish and price. In the utility class, boats are offered in 16′, 18′ and 22′ lengths with engines suited to size and use. Speeds go up to 34 m.p.h.



The Chris-Craft 40′ express cruiser is finished in handsome bird's-eye maple and ivory paint

Chris-Craft express cruisers for 1942 are built in several sizes, from 23′ to 40′ in length, and are designed for speed and beauty. Controls are on open bridges for maximum vision but navy tops are optional.

The 23-footer introduced last year is continued in the 1942 line with new features and appointments. A larger express model, of 25′, is the "last word" in advanced streamlined styling. Engine options give speeds up to 35 m.p.h.

Then there are 29- and 34-footers which provide comfortable accommodations for two and four persons, respectively. These cruisers are powered with either single or twin screw motors which give the 29-footers speeds to 34 m.p.h., and the 34-footer to 26 m.p.h.

Largest of the express cruisers are the two 40-footers. The standard model provides accommodations to sleep four persons and is complete with galley and toilet facilities. This boat has a large open cockpit suitable for deep sea fishing, flying bridge controls, open forward cockpit, and deluxe navy top. Single or twin screw engines offer speeds up to 27 m.p.h.

The Challenger, 40 feet over all, sleeps six persons in three separate staterooms. Similar in model to the 40-footer, there is an additional after cabin for two. Accommodations also include a large living room with studio lounge.

Equally sturdy and able, but with less power and in a lower price bracket, Chris-Craft cruisers are a revelation of design and appointments, incorporating attractive streamlining with comfortable living quarters. These models are built in seven sizes from 24′ to 45′ in length, with a wide selection of cabin arrangements, and power options in most models of either single or twin screw. Prices begin at less than $2000 for the new 24′ Clipper model, available with either 60 or 95 hp. engines and with sleeping accommodations for two or four persons.

Typical of this line is the new 30′ sedan cruiser sleeping four persons. She is available with single or twin screw engines and speeds to 24 m.p.h. This model has a large open cockpit suitable for fishing or sun bathing. Controls are forward to starboard, and there is a studio lounge aft on the port side. The galley is opposite the controls. Forward is a stateroom for two.

New to the Chris-Craft fleet is the 40′ double cabin enclosed bridge cruiser. This new boat is designed as a result of experimental cruising by an official of the corporation, and is said to be the ultimate in a medium sized cruiser. Accommodations are provided to sleep eight persons, two each in four private cabins. The owner's cabin, aft, is equipped with a large double bed and a toilet compartment.

Largest of the cruiser fleet is the new 45-footer, built in the double cabin type, and available with accommodations to sleep nine persons.

Flagship of the 1942 Chris-Craft fleet is a new 55′ motor yacht, arranged with sleeping accommodations for either seven or nine persons. Forward of the bridge are dining quarters, cooking facilities, and the crew's compartment. Controls are located on the flying bridge. Engines include Diesel power, designed to provide speeds up to 18 m.p.h.

Two 22′ utility boats by Chris-Craft, with speeds ranging up to 36 miles per hour

CENTURY BOATS FOR 1942

▶ It will be good news for the boatmen, and particularly for those who may want new boats or to replace an old one, that the Century Boat Company, Manistee, Mich., announces, as this is written, that a representative line of the company's models for 1942 will be available for spring delivery. This applies to both the regular inboard and outboard models.

The Century Company states that in 1941 it had the heaviest fall business in its history and actually produced, in some four months, what heretofore has taken approximately six months to accomplish. As no one can clearly foresee what lies ahead, Century officials and dealers are suggesting that all pleasure boat purchases be completed as soon as possible to insure getting orders filled.

The company's models available this year are the following:

CENTURY INBOARDS 1942

Model	*Seats*	*hp.*	*m.p.h.*
15′ Utility	5	45–75	30–38
17′ Utility	6	45–103	26–38
19′ Utility	8	62–103	29–35
19′ Sport Utility	8	75–125	28–38
19′ Sedan	8	75–125	27–37
Sea Maid 15	5	45–81	30–39
Sea Maid 17	6	62–103	32–38
Sea Maid 171	6	90–175	35–52
Sea Maid 172	6	62–103	31–37
Sea Maid 192	6	75–140	30–40
Sea Maid 193	8	90–140	33–40

All these are round chine boats.

In addition to the Century Inboards listed above, the company lists seven 13′ 6″ outboard models as follows: the Fisherman, Standard Sportsman, Deluxe Sportsman, Royal Sportsman, Imperial Sportsman and the Whirlwind "C" and the Whirlwind "F," and four 15′ Sportsman models, the Standard, Deluxe, Royal and Imperial.

ENLARGED FACILITIES AT TRUSCOTT BOAT COMPANY

▶ Yachtsmen of the Great Lakes will find special interest in the fact that one of the oldest boatbuilding and yacht repair yards on the Lakes, the Truscott Boat and Dock Co., at St. Joseph, Mich., is engaged in an extensive program of expansion.

This company, one of the pioneer boatbuilders of the Great Lakes region, was for many years one of the largest in the industry. Following a disastrous fire some time ago, activity declined. In recent years, its principal business has been storage and repairs, rather than construction, although it did build a large fleet of boats and gondolas for the Chicago World's Fair of 1933–34.

Refinanced and strengthened by the addition of several prominent businessmen to its staff, the Truscott Boat and Dock Company promises to regain its old position in the field. The yards have been enlarged, 14 new slips and a new dock are being built, the channel dredged and deepened, a new marine railway installed, and several entirely new buildings of substantial construction have been erected. Facilities for both outside and inside storage are many times larger than before and both the yards and the storage buildings are already well filled. Many of these stored boats hail from Chicago and other "foreign" ports.

Facilities are provided also for service and repair of both sail and power boats by factory-trained workmen, and construction is to start soon on Truscott-built cruisers in sizes from 30′ to 70′, as well as smaller craft.

The present officers are: Chas. H. Morse, Jr., President and Treasurer; William A. Schaedla, Vice President, General Manager; Samuel W. Witwer, Jr., Secretary. James M. Truscott, one of the founders, is still actively connected with the company in an advisory capacity.

STONINGTON BOAT WORKS

▶ Due to the press of commercial work this year and the demands of wartime production and economy, the Stonington Boat Works, Stonington, Conn., are not turning out their Palmer "20's" this year but are continuing as usual the hauling, storing and repairing of yachts and local boats. The company has also taken on the agency for Caterpillar Marine Diesel engines. Among the new boats building are three 55′ commercial fishing boats which will soon join the New England fishing fleet.

ELDREDGE-McINNIS BUSY WITH FISHING AND DEFENSE CRAFT

▶ Eldredge-McInnis, Inc., naval architects of Boston, report little activity in the yacht designing field at present. However, the firm continues to be exceedingly busy designing and supervising the construction of commercial and defense craft.

During the past year, upwards of twenty commercial fishing draggers have been built from Eldredge-McInnis plans. These range in size from 57-footers to 102′, the latter built for Captain Ben Pine, of Gloucester. They have all been built at New England yards.

The firm was also responsible for much of the detail design work on the forty 83′ Coast Guard cutters being built by Wheeler Shipyards, and the fifty 97′ mine sweepers building for the Navy at various yards from Maine to California.

This 23′ Chris-Craft cruiser has sleeping quarters for two and speed of 22 to 27 miles per hour

The Matthews "38" is built in both standard and deluxe models. The deckhouse is light and airy. The present interior styling and decoration will be continued in 1942 with only minor changes

MATTHEWS FORESEES BUSY YEAR

▶ The coming year will be a busy one in the Matthews plant at Port Clinton, Ohio. The company has been busy for several months on two contracts for the U. S. Navy covering 30 of the 40′ Motor Launches, which are Diesel powered.

The pleasure boat program will continue with some minor changes in the line of 24′, 38′, 46′ and 50′ models, but this program will be of secondary importance and will have to be sandwiched in between defense contracts if or when materials are available.

The most popular model during the past year was the 38′ Sedan Cruiser which is available both as a Standard and a De Luxe model. The De Luxe provides a separate forecastle in the bow and is available in two different arrangements — one providing a separate shower room with hot and cold water under pressure and an upper and lower berth on the starboard side of the cabin, while the other arrangement shows the conventional twin beds or two upper and two lower berths.

During the past year, so many compliments have been received from the public on the Matthews interior styling and decoration that the company plans to continue the same decorative scheme through 1942.

At the fall meeting of the Board of Directors, C. M. Isenhower, General Sales Manager, was advanced to Vice President in addition to controlling the company's sales throughout the country. The new position gives him charge of coördinating the company's defense activities.

SAYBROOK OFFERS STARS AND COMETS

▶ The Saybrook Yacht Yard, Inc., of Saybrook, Connecticut, is offering three models of Stars for 1942. All, of course, conform to specifications and restrictions of the Star Class, the principal differences being in the elaborateness of fittings and refinements of detail. Model A is comparatively simple and plain and is intended for beginners in the class and others desiring an economical but modern Star. Model B has several fittings designed to speed up sail handling and to give more speed. She has a galvanized keel with fairwaters around the flange. The color scheme is more varied. Model C incorporates the very finest of everything that can be built into a modern Star, including bright Port Orford cedar deck with Mexican mahogany trim, chrome plated hardware, main sheet slot traveller and geared winch.

In addition to Saybrook's Custom Built Comet, which has been successful in the past, the yard offers a new Economy Model. The new catalogue of Stars and Comets, and fittings, rigging and spars for these classes will be available soon.

PROWLER CRUISERS BY FOREST JOHNSON

▶ Forest E. Johnson, of Miami, is prepared for a busy and active season in both Florida and northern waters with a greatly enlarged line of his Prowler cruisers. There are now twenty separate models available in 22′, 24′, 26′ and 30′ lengths. All are attractively streamlined and feature a special V-bottom designed for fast, smooth and dry running in both protected waters and offshore.

Frames are of mahogany and all planking is clear white cedar, glued to each frame and to the seam battens used throughout. All models are screw-fastened with wooden plugs. Many Prowler cruisers are used for fishing, so a built-in fish box is standard equipment on all boats. The attractive white beavertex cockpit canopy used on all models is completely detachable and can be set up or removed in a few minutes.

Gray engines are used for power and either single or twin screw installations are available. The 24′ Prowler, with two 140 hp. Gray Fireball engines, has attained the amazing speed of 45 miles per hour.

Forest E. Johnson's Prowler is 30′ long, with 10′ beam. Two 125 horse power Grays give a speed of 36 miles per hour

Wm. E. Boyce

HUBERT S. JOHNSON SKIFFS AND CRUISERS

▶ Many of the yachts which have come off of the ways of the Hubert S. Johnson Boat & Engine Works at Bay Head, New Jersey, have been converted for defense purposes both here and in England. Nine built during the past year are now in government service. When the present conflict is over it is hoped that the yard may resume its more peaceful activities and be of service to those who love fine craft.

In the meantime, the firm is continuing all its models much the same as last year. The 32′ Deluxe Skiff has proved to be a popular model for offshore fishing, following the races, and for short cruises. The 20′ and the 24′ Sportsman Skiffs are excellent, fast, seagoing boats with the ability to "take it" in rough water. In addition to a full line of skiffs, a number of custom built cruisers and cruising auxiliaries have been constructed during the past year.

Levick

"Penguin II," by Hubert S. Johnson, a 49-footer of 13′ 6″ beam. Two Chrysler "Eights" furnish power

BALTZER—JONESPORT'S DREADNAUGHT 33

▶ The Baltzer Dreadnaught 33, a raised deck cruiser introduced last year, proved a worthy addition to the long line of boats using the famous Jonesport hull and is being continued this year. This boat was the first departure of the builders from trunk cabin models.

Again this year, there is a choice of either the Sedan Cabin or the Sport Cruiser models, both of which offer two cabin plans. Cabin plan No. 1 is the conventional sedan cabin cruiser arrangement, with toilet, lavatory, and stowage shelves way forward. There is a lower berth with drawers beneath and a swing-up upper berth to port, and hanging locker and galley to starboard. The linoleum on the floor, the upholstery, and the combination of ivory enamel finish with mahogany trim have all been chosen to blend together in an attractively styled interior.

Cabin Plan No. 2 provides a maximum amount of sleeping space even though it means the sacrifice of room in the toilet compartment and galley. This plan has upper and lower berths on the port side, and wardrobe and shelf on the starboard side in a separate cabin way up in the bows. The same upper and lower berths of Plan No. 1 are used to port in the main cabin, and both toilet compartment and galley are to starboard.

Kermath Sea Chief engines are the standard power plant of the Dreadnaught 33's.

SEABROOK BUILDING NAVAL AND COMMERCIAL CRAFT

▶ The Seabrook Yacht Corporation, of Seabrook, Texas, is at present busily engaged in construction for the Navy. In December, the second pair of 36′ aircraft rescue boats was delivered to the Naval Air Station at Corpus Christi. Four more of these fast boats are completed and awaiting engines. The company's two 110′ sub-chasers were also launched last month.

Among the commercial craft built by Seabrook are a 21′ bateau and a 26′ crew boat, both for oil field use. Eight of the former have been constructed for the Shell Oil Company during the past year. They are built of mahogany, oak and long leaf yellow pine, and with Everdur fastenings.

PALMER SCOTT BUILDS DEFENSE CRAFT

▶ Palmer Scott & Company, well known boatbuilders of New Bedford, are continuing to devote practically all of their facilities to the construction of defense craft. During the past year they have completed and delivered a total of 41 boats of several different types. These include a fleet of heavily built 40′ landing boats for the Army, patterned after the Navy's 40′ motor-sailer; some special Army boats for tropical use; 36′ and 29′ fast aircraft rescue boats, and 40′ standard motor-sailers for the Navy.

At present, the company is working on more Navy motor-sailers and a group of 38′ picket boats for the Coast Guard. The latter will be powered with Kermath engines with 1½ to 1 reduction gears. The Company has just been awarded a contract to build four of the new 105′ seagoing rescue boats for the Army. Tanks tests indicate that their 1800 horse power will drive these craft at better than 25 miles per hour. B. T. Dobson, well known New Bedford naval architect, is developing the detail plans for them.

Rosenfeld

A pair of Baltzer-Jonesport Dreadnaughts, built this year as "33's." They are comfortable and seaworthy craft

The 39′ Elco Cruisette, powered with a pair of Chrysler Crown reduction gear engines

ELIZABETH CITY SHIPYARD ACTIVE

▶ The Elizabeth City Shipyard, at Elizabeth City, North Carolina, one of the largest and best equipped yacht yards in the South, is many times more busy than in normal years. Eight 110′ modern submarine chasers are under construction for the Navy and work is proceeding under forced draught. At the same time, many large yachts are hauled and in wet storage at the yard. It has not been necessary to turn down private work and several major repair and rebuilding jobs have recently been completed, while the usual maintenance and service work goes on.

FIVE NEW MODELS BY GENERAL MARINE

▶ General Marine Corporation, of Chicago, is pushing ahead into the 1942 season with no less than five new models to add to its fleet of small outboard- and inboard-powered craft; all will feature the conendric V-bottom.

Largest of the new boats is the Hurricane, a 17′ inboard runabout with double bottom and non-trip chines. Mahogany is used for planking these boats and the trim and fittings are of plastics. Gray Phantom 4-75 or 4-45, or a Ford V-8 engine, provide top speeds of 29 to 38 miles per hour.

Three of the new models are outboards. The Challenger is a 12′ utility available in standard and deluxe models. The Torpedos are smart runabouts in 12′ and 14′ lengths, and the Rocket is a new racer for Class C and F engines. There is also a new 13′ car top fishing boat which weighs only 105 pounds. The chief feature of this is a built-in live bait box located under the middle thwart, handy to all parts of the boat.

TO CHARTER NEW BEDFORD "35'S" AND "29'S"

▶ Carl N. Beetle, of New Bedford, builder of stock auxiliaries known as the New Bedford "35" and the New Bedford "29," has announced plans for an unusual type of charter service to be operated next summer. He is now building two of the "35's" and four of the "29's" as the nucleus for the proposed charter fleet of fast, easily handled, modern auxiliaries. All boats will be fully found and will be delivered to whatever port the charterer wishes to start his cruise from. They will be fitted out with linen, blankets, charts and even food, with everything laundered and thoroughly cleaned between charters.

The New Bedford "35's" have four berths in the owner's quarters and one berth forward for a captain. They will not be chartered without the captain. The "29's" have a total of four berths and may be had with or without a captain.

MYSTIC BUSY WITH COMMERCIAL AND DEFENSE WORK

▶ Mystic Shipyard, Inc., of Mystic, Connecticut, is another yacht yard which is combining commercial and defense work with its usual pleasure boat activity. It has recently completed and delivered a 45 ′ aircraft rescue boat for the Navy and five more are now under construction. These are powered with Hall-Scott Defender engines. Repairs to Coast Guard vessels and a new engine installation in a Merritt, Chapman & Scott tug have been keeping the railways busy.

The yacht storage facilities are filled to capacity and the normal amount of overhauling and new engine installation work is going on. A duplicate of John Alden's well-known schooner *Malabar XII* has just been completed.

OWENS 31-FOOT CRUISERS FOR 1942

▶ For the sixth consecutive year, Owens De Luxe Sedans and Owens Sport Fishermen, two models on the same 30′ 6″ by 10′ 5″ by 2′ 3″ hull, will receive the Owens Yacht Company's entire attention in the pleasure boat field. For, while this progressive Baltimore concern is using a great deal of its large modern plant facilities for the building of Army aircraft rescue boats, it is still its desire to provide the yachtsman with what it believes is the ideal size and type of cruiser. The Owens Sedan type was originated and first built by the concern back in 1936. Owens' continued leadership in this field is more than anything else the result of having concentrated on this one boat.

For 1942, the new Owens seaworthy

Rosenfeld Photos

Two of the 32′ Elcoettes in a friendly brush. Reverse sheer, streamlined houses and teardrop ports give them a modern look

4½-ton cruisers boast of 3″ one-piece white oak keels, husky steam bent white oak frames, closely spaced (approximately 7″ to 8″ apart), ⅞″ Philippine mahogany planking with Everdur bronze screw fastenings, and elaborate heat and sound insulation throughout. There are private sleeping accommodations for two couples — even a fifth or sixth person — a large galley and a lavatory and generous locker space.

The 1942 models now being built at the Owens plant are featuring white tops and foredecks. Interior arrangements are more handsome than ever. Overhead, the cabin is finished in an attractive moiré cloth, and is trimmed with mahogany stripping. The interior woodwork is in rich mahogany, with a "rub finish" that blends with the beige color scheme and gives a most attractive interior effect. The De Luxe Sedan includes in her equipment a mahogany drop leaf table, a radio, Venetian blinds, and many other special items, which make this boat exceptionally comfortable and livable.

Chrysler Motors are featured as regular equipment in Owens cruisers. The 85 hp. "Ace," as standard equipment, gives a cruising speed of 11 to 12 m.p.h. and a top speed of 13 to 14 miles. Twin installations of larger engines provide top speeds of up to 22 m.p.h.

THOMPSON BROTHERS BOATS

▶ Thompson Bros. Boat Mfg. Company, of Peshtigo, Wisconsin, and Cortland, New York, has added five new models to its line. These consist of a new 12′ racing runabout, the new Zephyr, and three new dinghies. Featuring full length spray rails, rocker keel, and vertical grain western cedar, compressed seam construction, Thompson boats are designed to handle any of the outboard motors on the market today.

The new Zephyr will row as easily as the ordinary rowboat yet give good results with a 5 hp. outboard motor, and handles well in a high wind. With an Evinrude Zephyr, this boat will attain speeds of 14 to 16 miles an hour with two passengers. Full length spray rails are standard equipment, assuring passengers a dry trip.

This company offers many models of small sail boats, from the 12′ Olympic Cat to the 21′ *Red Head*. It is offering this year standard Snipes, deluxe Snipes, 16′ Cub or X Class, 16′ Comet, 17′ National One-Design, 18′ cabin and open Sea Gull, and the 19′ Lightning.

Water skiing with a fast Thompson TVT Deluxe outboard runabout doing the towing. The boat is powered with a 22 hp. motor which drives her at over 30 m.p.h. Below, the Owens Sport Fishing Cruiser has the same hull as the 31-foot Sedan

ACADIA FABRICATING SARAN

▶ The Acadia Synthetic Products Division of Western Felt Works, Chicago, has recently been licensed by the Dow Chemical Company to fabricate the new thermoplastic, Saran, in tubing, sheets and compression molded articles. Saran is particularly interesting to boat owners and others in the marine field because, in many applications, it can be used as a substitute for copper tubing.

Saran was described in detail in the December issue of YACHTING. It is unaffected by water, gasoline or oil and will withstand any ordinary engine room temperatures. It can be installed and connected with Parker Standard tube couplings and S.A.E. or other flare-type fittings. Saran tubing is now available in ⅛″ to ⅜″ outside diameter sizes, with wall thickness varying from 1/32″ to 1/16″.

Three new dinghies have been added, a 7′ canvas-covered boat for small cruisers, light in weight, reasonably priced and built for years of hard wear; also a 10-footer and a 12-footer for those who want a larger boat.

The new 1942 catalog shows 76 models available. Write for your copy.

A PLYWOOD RACING SCOW

▶ The White Lake Boat Works, of Whitehall, Michigan, has announced for 1942 the Y-Flyer, a new 18′ racing scow built of waterproof plywood. This boat may be had either completely built or in the form of cut-out frames and parts for home builders.

The new 1942 Owens Sedan Cruiser. The Owens Yacht Company specializes in the construction of this 31-foot length motor boat exclusively

In addition to the 24′ Paul Prigg Raised Deck Speed Cruiser, this company also turns out an 18′ de luxe Utility boat that embodies the same staunch construction and equals the performance of her larger sister. The 18′ stock model is powered by a Gray 6–90 motor and can knock off about 32 m.p.h. A permanent windshield with side wings and a collapsible Vevatex canopy are standard equipment on this boat.

GAR WOOD OFFERS 58 MODELS FOR 1942

▶ The management of the Boat Division of Gar Wood Industries, Inc., Marysville, Michigan, foresees a definite curtailment in the volume of Gar Wood boats available for pleasure uses in 1942. The 58 models offered this year compare with 109 models listed last year. While the general design, appearance and equipment of the 1942 models will follow those produced in 1941, they will all be new boats, built to order and maintaining the reputation for quality characteristic of Gar Wood boats for many years.

Features of the 1942 line include military visors, barrel bows, barrel sterns, blue-colored non-rumble tops and safety glass windshields. Colorful two tone combination leather and fabric upholstery is used. Streamlined insulated tops are padded and built to permit the owner and guests to enjoy sun tanning.

Under the system of Gar Wood boat finishing, hand painting and hand varnishing are being done in an enclosure in which the filtered air is under controlled pressure and controlled temperature. This fully enclosed, dustless varnishing department is one of the largest in the boating industry. The air in this department is completely changed five times an hour and freed from dust and dirt.

The Gar Wood Trophy Fleet includes runabouts, from 16½′ to 28½′ in length, in Deluxe and Custom models, commuters and fast cruisers up to 30′ long. All of them are speedy and designed to "get you there in a hurry." Speed ranges are from 32 to 42 m.p.h.

A Gar Wood 30-foot Special Commuter used by the Government for patrolling Lake St. Clair, the Detroit River and Lake Erie. A 225 hp. Scripps engine drives the boat at speeds up to 35 m.p.h. Below, the new 24-foot Gar Wood Overniter for 1942

SKANEATELES INTRODUCES ANOTHER HYDROLITE MODEL

▶ The staff of Skaneateles Boats, Inc., has asked us to extend greetings at Show time to their many sailor friends who for several years have met at the company's booth to swap yarns and exchange ideas on that inexhaustible subject — small boat sailing. The company's prominent position as builders of organized one-design class sail boats, Lightning, Comet, Snipe and Penguin, has made its exhibit the traditional gathering place of the sailors in those classes. The boys from Skaneateles will miss these gatherings due to the lack of a Show this year, but wish to assure all of these friends that they will be thinking of them as they still go about their pleasant job of building fine boats for fine sport.

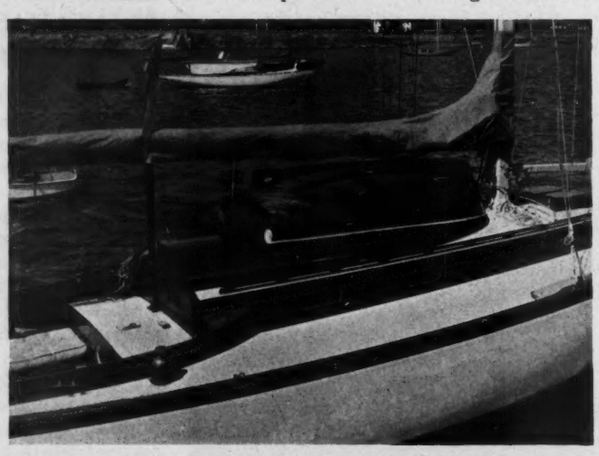
The company has been fortunate in regard to the supply of raw materials and no substitutions have yet found their way into the specifications. Due to a far-sighted policy, deliveries will be possible at a normal rate for

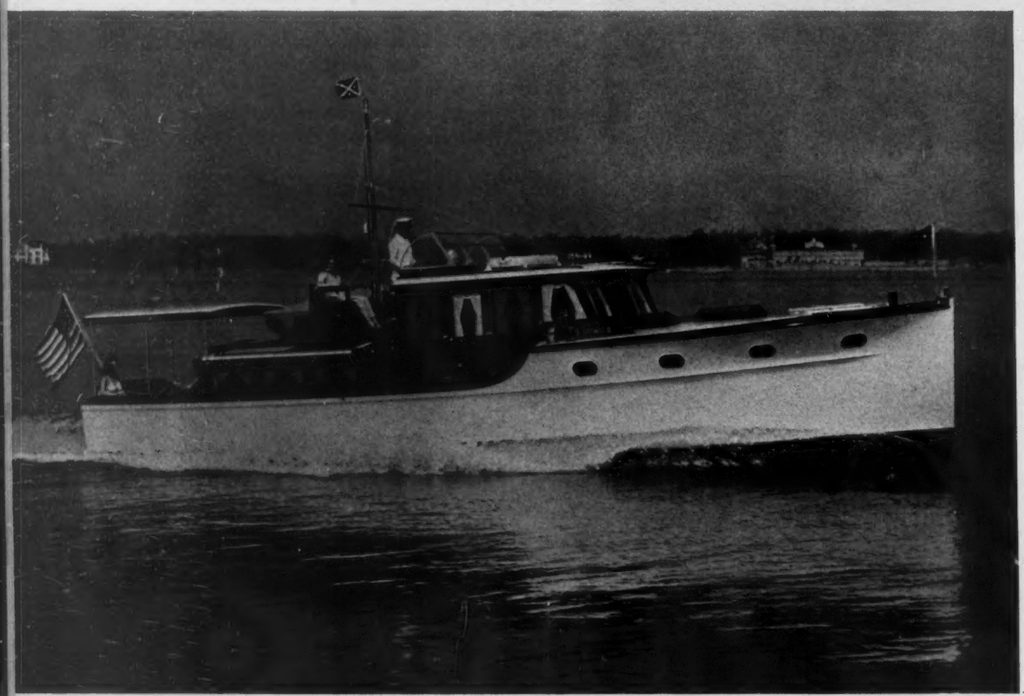
PRIGG SPEED CRUISER

▶ The accompanying picture shows the 1942 Model, 24′ Paul Prigg Speed Cruiser by the Prigg Boat Works, Miami, Florida. This hull is the result of several years of research and development and the builder believes that she is the finest job he has ever turned out. The rugged construction that Commodore Prigg has put into this boat enables her to be driven at high speeds for extended periods in rough water and her great handiness makes this husky little boat particularly suitable for sport fishermen. One of these boats was driven from Miami to Nova Scotia for the tuna fishing off that coast.

Paul Prigg's 24-foot Speed Cruiser has a large open cockpit, galley, toilet, and complete accommodations for two. A Gray Super-Six engine gives maximum speeds ranging up to 33 miles

The 19-foot Skaneateles Lightning broad reaching with a big parachute spinnaker. Right, a Skaneateles Hydrolite Dinghy stowed aboard a 35-foot Week-Ender sloop. These dinghies are made of molded mahogany veneers fused into a complete hull by heat and pressure acting on phenolic resin glues. Below, Walter L. Faust's "Optimist III," a standard 46-footer built by Dawn Cruisers, Clason Point, New York City. A pair of 160 hp. Gray gasoline engines provide a cruising speed of 15 m.p.h.





some time to come — just how long it is impossible to say for Skaneateles sales have been growing each year for many years past. The past year has been the biggest in the company's history and this, combined with a good share of defense work and the new line of successful Hydrolite boats, has necessitated an increase in plant and work at a rate well above normal 100 per cent capacity for over a year. Orders for 1942 are already well ahead of those of a year ago. Production of the line of double planked sail boats will probably run approximately 80 per cent of 1941, so those planning on a Skaneateles boat for next season can still secure one. However, to ensure delivery being made, orders should be placed now.

A new and interesting Hydrolite model will join the company's line this year. The Hydrolite process, developed through a long period of experimental and test work by Skaneateles, is a means of molding wood and plastics into a one-piece hull of wonderful strength and light weight. The boat cannot dry out or leak, and can be formed into shapes and designs not possible in conventional wood or plywood construction. This latter quality has made possible the advantageous conical bow found on both the eight-foot dinghy and the new Hydrolite model. This bow is almost circular when viewed by looking down on the deck line but it is drawn into a regular pointed bow at the water line. It means that the boats have unusual carrying capacity, with a wide seat for two people right up in the eyes of the boat; yet with oars or outboard, they give a normal performance. The design adds stability, reserve buoyancy and towing qualities.

The eight-footer designed by Sparkman & Stephens, and this new boat designed by Phil Rhodes, carry out the company's policy of combining excellence in construction with the best of designing ability. The new boat is an 11-footer with the carrying capacity of a 12-footer and weight well under 100 pounds. Designed for outboard motor, oars and sail, she will be supplied with or without centerboard trunk and sailing rig. The hunter, fisherman or summer cottager will find the boat ideal for his purposes and for car top transportation with the standard light rack. The yachtsman will also find no better dinghy in that size.

Due to the boat's shorter length she probably will not sail quite as fast as the 11½-foot Frostbite dinghies but the performance should be equally as pleasing and sporty for one-design competition.

NO CHANGES PLANNED FOR PARKMAN STARS

▶ Parkman Yachts, Inc., 51 East 42nd Street, New York, well known to all Star sailors for the beautiful — and successful — boats that they have turned out, are making no major changes in their 1942 model. To further reduce friction, they are insetting the keels, a mahogany covering board replaces the former metal band and only essential deck fittings will be supplied. The boats will be equipped as usual, with flexible spars, wooden spreaders and light-weight rigging and spar fittings. Prices will be kept moderate, as in former years.

WILEY MOTOR-SAILERS AND AUXILIARIES

▶ Against a background of five years' development the 47′ Motor-Sailer offered by the Ralph H. Wiley Shipyard, of Oxford, Maryland, stands out in bold relief. Although each succeeding boat has brought refinement and improvement both in design and equipment, the basic features of the first boat of the type built are the salient points of the 1942 model.

Wide, safe decks, a well ventilated galley, an engine compartment with full headroom, generous stowage, moderate draft, economy and smoothness of operation are notable features. The boat is large enough to accommodate four persons comfortably, yet small enough for owner operation. A comfortable rough water cruising speed of 9 knots can be maintained with a gasoline consumption of only 3½ gallons per hour, giving a cruising radius under power of some 500 miles. A Buda engine is used.

Regular equipment includes both inside and outside controls, Shipmate gas stove, shower bath, hot and cold running water and hot water heat. The finish is strictly seamanlike in every respect; above decks, there is no brightwork, which greatly lessens the upkeep, while below decks, where brightwork is more durable, it is used generously, mahogany lockers and bureaus combining with white enamel paint to make a most pleasing interior.

As a companion ship for the motor-sailer, Mr. Wiley is now designing a 44′ auxiliary, a larger edition of his popular *Mocking Bird*. The new boat will feature a light displacement hull with moderate inboard rig and will be offered in two types, as a keel boat of 6′ draft and as a centerboarder with an approximate draft of 4′.

CROSLEY MARINE ANNOUNCES PLASTIC DINGHY

▶ Crosley Marine, of Cincinnati, has recently announced the completion of development of a new 10′ dinghy built of a new plastic. The boat is 10′ long with a beam of 4′ and is available both for rowing and outboard use, and as a sailing dinghy with loose-footed Marconi rig. This boat is exceedingly light in weight and, therefore, should be well suited to use as a yacht tender.

The Crosley Watersprite inboard runabout and 10 horse power marine motor, introduced at last year's Boat Show, are in production and the company expects to be able to continue filling orders.

BOAT SHOW AT DALE YACHT BASIN

▶ The Dale Yacht Basin at Bay Head, N. J., announces a 1942 Motor Boat Show to be held in conjunction with its permanent exhibit of new boats in the large new display building completed during the past summer at its Barnegat Bay plant.

Formal opening date of the Show at Bay Head will be announced later in January but at present a wide assortment of 1942 models of cruisers, runabouts and sail boats is already on display, including eight new Chris-Craft cruisers, four Lyman and Chris-Craft utilities, two Owens DeLuxe models, and many sail boats built by Skaneateles and Marcus Lowell, as well as other inboards and outboards.

The new display building of the Dale Yacht Basin is one of the most modern structures of its kind, with an overhead chain hoist system for unloading and launching boats direct from the railroad car. During the past season, a total of 38 freight cars were unloaded from the railroad siding which enters directly into the building.

An interesting novelty in the interior of the building is a pool for the floating display of small boats. Overhead clearance is sufficient for the display of fully-rigged sail boats and permits a cruiser to be suspended in the lifting slings and passed completely over the tops of other boats on exhibition.

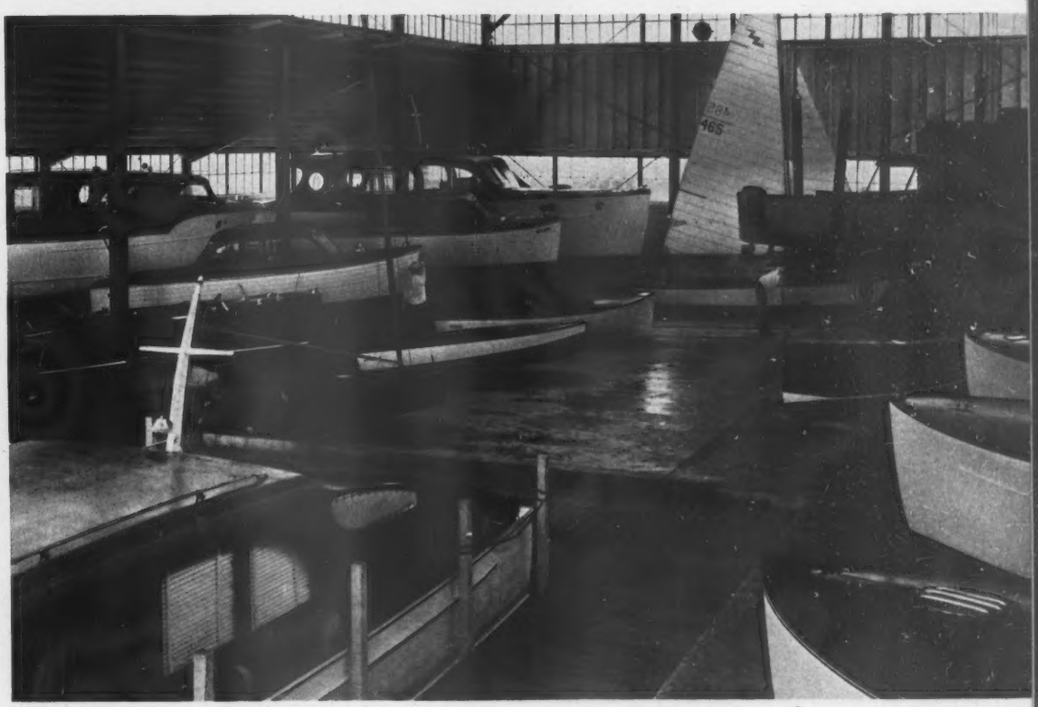
STADEL AND JENKINS AUXILIARIES

▶ The new boat yard established on Five Mile River, Rowayton, Conn., by Bill Jenkins and George Stadel under the name of Stadel and Jenkins, Inc., reports that it has 30 boats hauled for the winter and is installing new motors and building new interiors for several customers. Two of the little 24′ "Sound Clippers," from the board of George Stadel, are building for spring delivery. One of these will be ketch rigged, the other will carry the conventional cutter rig. The yard will also launch, in the spring, a 30′ Pilot ketch, a larger sister to a 26-footer launched last year and which proved successful.

Work proceeds apace on new bulkheads which will give eight feet of water at low tide when they are completed. This yard will then offer a complete marine service, from fuel tank to ice box. A new railway of 25 tons capacity has just been finished and boats of 8′ 6″ draught can be hauled at any tide.

Besides a well-equipped yard, this firm has

Col. Arthur M. Herrington's Wiley motor-sailer "Rualla." She is 47′ long, carries 500 square feet of sail, and is powered by a 6-cylinder Buda gasoline engine which provides a speed of 10½ knots. Left, a Crosley Watersprite powered with a Gray Phantom 4–45 which gives a speed of nearly 30 m.p.h. This boat may also be had with the Crosley 10 hp. marine motor. Below, inside Slade Dale's new showroom, at Bay Head, New Jersey, where a special showing of Chris-Craft, Lyman, Skaneateles and boats by other builders will be held in February



established a marine hardware store and stocked it with a full line of both bronze and galvanized fittings, as well as an assortment of marine paints.

SAVAGE DORIES AND TENDERS

▶ The Savage Universal Bracket Company, of North Scituate, Massachusetts, is forging ahead into the new year with several additions to its line of dories and rowing, sailing and outboard skiffs. Probably the most interesting of these are the Savage dories, near duplicates of the famous seaworthy craft used by the New England fishing fleets for generations. They come in 12′, 13′, 14′ and 15′ lengths and the only variation from the originals is the slightly wider transoms, made to accommodate an outboard motor. They are fitted with real dory thole pins.

There are also standard rowboats in 10′, 12′, 14′ and 16′ lengths, of lapstrake construction and with comparatively narrow beam. High transom skiffs in 12′, 14′ and 16′ lengths are intended to take outboard motors and be used for sailing. The sailing types are equipped with centerboard, rudder, mast and Marconi sail. They are intended for day sailing rather than racing.

All Savage boats are planked full length with native pine. Frames are white oak and fastenings are galvanized clinch nails.

MARBLEHEAD ANTI FOULING PAINTS

▶ The Stearns-McKay Manufacturing Company, of Marblehead, Mass., is carrying on as usual with the manufacture of its Marblehead antifouling bottom paints. This is one of the oldest and best known of the so-called "racing bottom paints," which produce a hard, smooth and slippery finish. Unlike many racing paints, however, Marblehead has powerful antifouling properties which prevent the growth of barnacles, borers and marine grasses. It is used successfully on the Atlantic and Pacific coasts, on the Gulf of Mexico, and on the eastern coast of South America. Colors include emerald green, light green, cream white and bright red.

The makers report that substantial quantities are now being used on government-owned boats.

One of the new 14-foot Savage sailing and rowing skiffs. They are fitted with dagger board and rudder

One of the Lyman medium speed models, a 17-foot Islander with an all weather top. Left, two of the 24′ Sound Clipper Class designed by George Stadel, of Stadel & Jenkins, of Rowayton, Conn.

LYMAN CONTINUES ALL MODELS

▶ The Lyman Boat Works, of Sandusky, Ohio, reports that despite being busy with the building of a number of 12′ wherries to be used as tenders on the Navy's new mine sweepers, they are continuing to offer the well-known Lyman inboard and outboard runabouts.

The inboards, all clinker built, are available in 16′, 18′, 19′ 6″, 21′ and 24′ lengths. The 18-footers and larger sizes can be equipped with the Lyman all-weather top with either curtains or glass windows. This top has a built-in sliding sunshine top. Smaller medium speed inboards come in 15 and 17 foot lengths. The 15-footer is powered with a single-cylinder engine for speeds up to 8 miles per hour, while the 17-footer has a Gray Sea Scout which drives her up to 14 miles per hour. Both can be throttled down to low speeds for trolling.

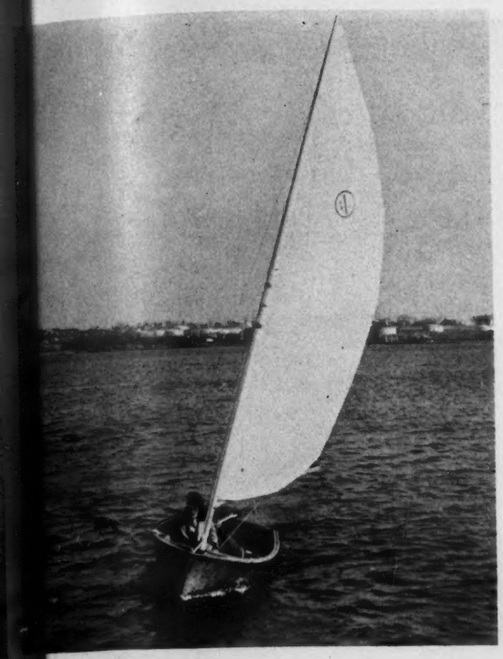
Lyman outboard runabouts come in 11′, 13′, and 15′ lengths with a variety of seating arrangements. There is also a 15′ cat rigged sailing boat and several rowing tenders.

DINGHIES BY THE ANCHORAGE, INC.

▶ Remembered as the first American builder of "Frostbite" sailing dinghies, The Anchorage, Inc., of Warren, R. I., continues to offer its popular line of Dyer Dinks in sizes from 10′ to 14′, including nesting combinations. Most of these sizes may be obtained as rowing, sailing, power or auxiliary models and the 10′ one-design Class "D" Dyer Dink continues as one of the largest and most active dinghy classes in the country.

Introduced at last year's New York Boat Show, the moulded mahogany 8′ Dyer-Hydrolite sailing tender and the 12′ International Racing Dinghy met with immediate acclaim. Both models have been used extensively during the past season and their merit in actual service has substantiated all prophecies made for their superior constructional advantages.

Due to their sail carrying ability and an insistent demand from Long Island racing men, a larger rig of 90 square feet has been developed for the 12-footers.



The 12′ International One-Design Racing Dinghy built by The Anchorage, Inc. The Coast Guard Academy at New London has a large fleet of these

The Anchorage, Inc., will offer its complete line as long as permitted to do so and at the same time will continue to serve in the Defense Program wherever possible. At this time, it is building small boats for use on vessels of the United States Navy.

CAPE COD OFFERS NEW "210"

▶ One of the most interesting new sailing craft to be offered for the 1942 season is the Cape Cod Shipbuilding Company's new 27′ "210" designed by Ray Hunt, who was responsible for the well-known Lawley 110's. The first "210" raced actively last season and proved fast and able under a variety of conditions. This boat was described in detail in the December issue of YACHTING.

Cape Cod, which took over the manufacture of the Lawley 110 and Lawley 8′ pram, has a good supply of materials for these boats on hand and many have already been completed for delivery next spring. Other Cape Cod classes which enjoyed active seasons last year include the Rhodes "18," the 15′ Mercury, from Sparkman & Stephens' designs, and the Cape Cod Baby Knockabouts. Materials have been purchased during the past summer and fall in sufficient quantities to insure production in normal quantities well into the active season.

PENN YAN HAS LARGE STOCK

▶ Penn Yan Boats, Inc., of Penn Yan, New York, like many other builders, is busy on government work but along with this it has during the past years been able to keep up steady production on its line of small inboard and outboard boats, dinghies, car top boats and canoes. The company expects to make deliveries on most of its models throughout the coming year.

Lack of motors has forced curtailment of production on some of the Penn Yan inboard runabouts but the Clipper-Challenger introduced last year is still going strong. This is a moderate-priced 16′ boat powered by a Gray Phantom 4–45 which gives a top speed of 28 m.p.h.

There are several changes and improvements in the 1942 boats. Both the 11′ 5″ and 14′ Romosails will be available with a choice of Marconi rigs or the standard high-gaff rigs. The 14′ Phantom and 17′ Vampire sloops have been given slightly more sheer. A sailing rig is now available for the car top boats. This was developed in answer to a demand for sailing by enthusiastic car top boat owners. The rig is in keeping with the high type construction and finish of Penn Yan boats.

Penn Yan's new Clipper Challenger, a 16′ inboard runabout powered with a Gray Phantom 4–45. Right, two Cape Cod Shipbuilding Company types at Larchmont Race Week. In the foreground, a 14′ International Dinghy, and a Lawley "110"

SOUTH COAST COMPANY'S FLEET AND MARINE HARDWARE

▶ Hubbard's South Coast Company, prominent West Coast builders and supply dealers, is much in the defense picture with construction under way on various types of craft for the Navy. Walton Hubbard, Jr., president of the company, expresses the hope and conviction that the plant's extensive facilities and trained personnel will prove adequate to fulfill naval commitments on schedule and at the same time continue to furnish the complete service to yachtsmen which has earned this company a reputation in many branches of the marine field.

Under the spur of building for the government the South Coast Company has more than doubled its plant area at Newport Harbor, Cal., and has installed much new equipment. The plant offers boatbuilding, maintenance, repair, storage and marine hardware and maintains a sales and brokerage department handling stock boats.

The marine hardware division handles almost every conceivable item necessary to maintenance and construction and a specialized line of sail boat and racing hardware manufactured in its own metal working and foundry shops. One of the pioneers in the improvement of racing and sailing hardware and fittings, many of the modern items it handles originated at South Coast, where they were devised and tested on racing craft built by the company.

The sales department is housed in a large modern building where the various lines of boats are on display. These include Owens cruisers, Lyman "Clinkers," Dyer dinghies, the Dyer International 12′ dinghy, Old Town canoes, the products of the Gar Wood Company, Hubbard Stars and the line of South

Coast Sailers. The Hubbard South Coast Star is a quality custom product throughout.

There are four types and sizes of craft in the line of South Coast Sailers, all designed by Philip L. Rhodes, of Cox and Stevens, Inc. Smallest, the *Gull*, is a 14-foot Marconi rigged cat boat of the round bilge type with seating capacity for three or four adults, unusually dry, fast and able and sailing well in rough water. Principal dimensions are: l.o.a., 13′ 6″; beam, 5′; draft, 6″; sail area, 97 square feet; weight, 250 lbs.

The Falcon, a round bilge centerboard sloop, was especially designed for junior or intermediate racing and day sailing and has proved popular. The craft is Marconi rigged with hollow mast and is non-sinkable. Dimensions: l.o.a., 16′ 6″; l.w.l., 14′ 9″; beam, 5′ 8″; draft, 6½″; sail area, 130 square feet.

The Albatross, a round bilge deep keel sloop, makes an ideal day sailing and racing craft. All ballast is outside and long overhangs allow a standing backstay to be installed. She is non-capsizable and seats up to ten adults in the large cockpit. Her dimensions are: l.o.a., 22′ 8″; l.w.l., 15′ 9″; beam, 5′ 10″; draft, 3′ 10″; sail area, 218 square feet.

The South Coast Rhodes "33" Race Cruiser was especially designed to meet the needs of those wishing a strictly one-design racing class boat with cruising accommodations for from two to four persons. The boat is a deep keel, Marconi, semi-auxiliary sloop, with hollow spruce mast and roller reefing boom. The trunk cabin extends forward of the mast, providing an unusually spacious interior which includes two wide seats, two pipe berths, a galley with sink and water tank, and a toilet. An outboard motor in a well aft, which closes flush when not in use, provides power. The principal dimensions are: l.o.a., 33′ 8″; l.w.l., 22′ 4″; beam, 6′ 10″; draft, 5′; sail area, 386 square feet; displacement, 4800 lbs.; outside ballast, 2950 lbs.

Kent Hitchcock

The Rhodes "33," a racing cruiser designed by P. L. Rhodes and built by the South Coast Company

DUNHAM'S "STOUT FELLA"

▶ Gilbert Dunham, of Stamford, Connecticut, builder of the 22′ 9″ day sailer and the overnight auxiliary Stout Fella, looks forward to a busy winter and spring turning out these popular boats and two or three of his new design, the Stout Fella Senior. Many boats have already been sold for spring delivery and limitations on the amount of materials available will probably control the number of boats which can be produced.

Only minor changes have been made in the Stout Fella design which attracted so much attention at last year's New York Motor Boat Show. There is a large open cockpit on two levels with deeply cushioned seats, wide enough and long enough to be used as berths at night. The cuddy forward provides privacy, sitting headroom, shelf space and toilet conveniences. Auxiliary power is provided by a small air-cooled or water-cooled engine, installed beneath the floor at the after end of the cockpit which is on a higher level. Ice box and stove are carried in special compartments in Stout Fella by those wishing to make short cruises in the boat. For this use, there is also a tent-like cockpit cover which goes over the boom, making a snug cabin with five-foot headroom.

Plans of the Stout Fella Senior, a 26½-footer based on the same sound, simple, and utilitarian concept, are published elsewhere in this issue.

Rosenfeld

Left, one of the 22′ 9″ day sailing and cruising Stout Fellas built by Gilbert Dunham. Below, the new Wright-Built 18′ Family Utility Boat. The builder will accept Defense Bonds as part payment for one

The South Coast Company's 16' 6" Falcon, a centerboard sloop especially designed for junior racing

WRIGHT-BUILT BOATS—SAIL AND POWER

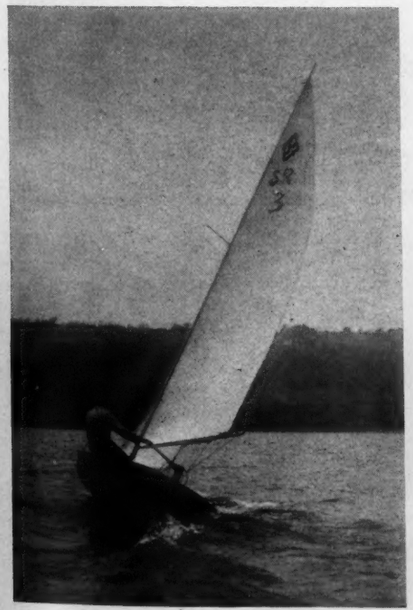
▶ The Wright-Built Boat Company, of Dundee, N. Y., announces that it is still in production on its line of small sail boats, known as the Kohinoor models for racing and day sailing. While the company has enough material on hand to build a limited number of boats, it is not, due to war-time conditions, taking orders at present for other models than the three sizes of this well-known and popular class.

The original Kohinoor, or "K boat" as she is generally called, was a one-design class 15' 3" long over all with 160 square feet of sail in a modern jibheaded rig. They are of round bilge design, centerboard type, with sufficient reserve buoyancy to keep them afloat even when filled. In competition with other classes, the "K boats" have proved exceptionally fast and good in either light or strong winds. Well built and finished, this model is priced at $450.

A new model this year is a larger boat, called Kohinoor Sr. This boat is 17' 6" long over all by 6' 6" beam, round bilged like her predecessor, and carrying 200 square feet of sail, with an additional 100 square feet in a spinnaker. She is cedar planked in narrow strips, with airplane spruce spars and a modern rig. For a good day sailer and racer, this size is ideal. Priced at present at $550.

Then there is a smaller Kohinoor model, called the Junior, 13' 6" over all; 5' beam and carrying 135 square feet of sail. She is fast, light yet ruggedly built, seaworthy, and is ideal for youngsters or for two adults.

A new model utility power boat built last year by Wright is an 18-footer designed for family use. With a Gray Sea Scout engine, having remote controls, this makes an ideal boat for fishing and knocking about. Top speed is about 16 m.p.h. She will throttle down to trolling speeds for fishing. The builder says he has demonstrated this boat with 16 adults aboard and performance was excellent with that load. She is also economical to operate.



The 18-foot Wright-built Kohinoor, Sr., a round-bilged centerboard sloop which carries mainsail, jib, and spinnaker, 300 square feet in all

SEA-WULF CRUISERS

▶ In addition to its defense boatbuilding program, which includes Sea Bright dories, 24' open launches for retrieving, and target vessels for the Army, the Red Bank Marine Works, of Red Bank, New Jersey, has found time to perfect several new Sea Wulf cruisers for 1942.

The 28' fast cruiser is now available with complete galley facilities and sleeping accommodations in addition to her former features. The 32' Flying Bridge Cruiser, a twin screw model, can be arranged to sleep four in the cabin. The largest Sea-Wulf, a 36' Flying Bridge Cruiser, features a spacious, well-lighted cabin with two long settees, a completely appointed galley, two-station Bendix controls, Lux Fire system and much other interesting equipment.

CAMPBELL PRIVATEER

▶ In addition to its usual custom building service for boats of all kinds, the Campbell Boat Company, of Holland, Michigan, is again offering the *Privateer*, a 26' stock sloop, designed by Charles D. Mower. The interior

The Red Bank Marine Works' 32-foot twin screw Flying Bridge Cruiser. Like the other Sea-Wulf cruisers, this model is used extensively for offshore fishing

L. A. White

The 14′ Marlin, a newcomer in the Dunphy Boat Corporation's extensive line of small power and sailing craft, is driven by an outboard motor

The 17′ Zobel Sea-Wolf Skipper. A shelter top model on the same fast hull is now available

has a two-berth layout with sitting headroom. Keel, stem, frames, etc., are of white oak. Planking is western cedar, trim of Philippine mahogany, and fastenings are hot dipped galvanized. A small inboard motor may be installed if desired.

DUNPHY SAIL AND MOTOR CRAFT

▶ The Dunphy Boat Corporation, Oshkosh, Wisconsin, is another well-known small boat manufacturer engaged in defense work. Nevertheless, it is continuing to turn out most of its comprehensive line of small sail, outboard, and inboard powered models and has even added two new models, the 14′ Marlin, for outboard motor use, and the 16′ Dunphy Griffin, a sailing sloop.

The Dunphy outboards include a wide variety of types ranging in size from the 11′ Portage, which weighs only 85 pounds, to the 18′ Muskie, designed for large motors and high speeds. The 14′ and 16′ inboard dinks use Briggs & Stratton and Wisconsin engines.

The sailing fleet includes the 18′ Condor, an exclusive Dunphy design, the 11′ 6″ sailing dinghy, and the well-known one-design racing classes, Lightning, Sea Gull, National One-Design and Snipe.

WAGEMAKER HAS LARGE STOCK

▶ The Wagemaker Company, of Grand Rapids, Michigan, is another of the many builders of small inboard, outboard and sailing craft that is looking forward to an active market in 1942. The company went into the new year with about 2000 boats completed and ready for delivery. With this large stock already on hand, Wagemaker's decks are cleared for defense business.

Few changes have been made so the 1942 line will be substantially the same as last year's.

A 14′ Super Deluxe Wolverine, one of the Wagemaker Company's extensive line of outboard and inboard motor craft

ZOBEL INTRODUCES SEA SKIFF WITH SHELTER TOP

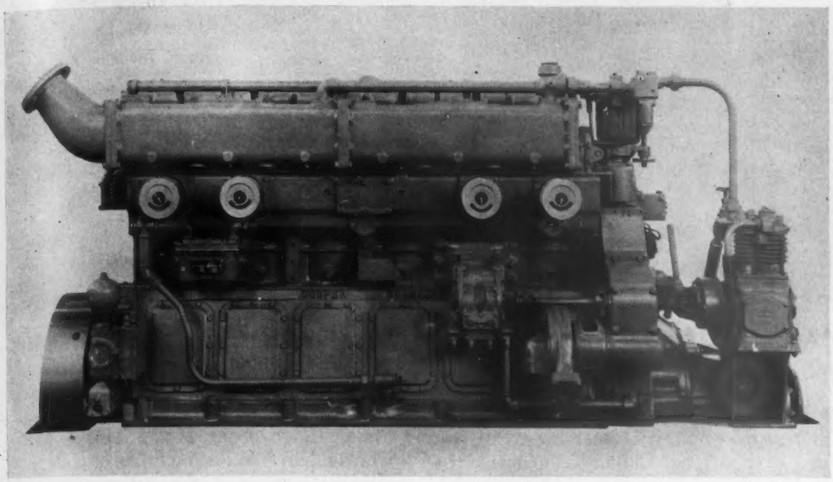
▶ Despite being busy at this time turning out fast small craft for the government, Zobel's Sea Skiff and Yacht Works of Sea Bright, New Jersey, expect to continue producing a limited number of the well-known Sea Fox sea skiffs. In addition to the old standby, the open 17′ Skipper model, Zobel is introducing a Shelter Top model on the same hull. The top is made of Weldwood Marine Plywood and has an adjustable and divided windshield of plate glass with side windows of Plexiglas.

Another popular Zobel craft is the 16′ Fisherman's power dory. This boat is a replica of the famous Sea Bright dory. She weighs only 150 pounds and can be beached or launched by two men.

SAILS BY COUSENS & PRATT

▶ Cousens & Pratt, Inc., is prepared for the coming season to outfit yachts, both cruising and racing, with sails of the best quality, workmanship and finish, made of imported English Egyptian combed yacht duck and Wamsutta duck. The up-to-date sail loft, 493 C Street, Boston, is well equipped to manufacture, also, any canvas work for yachts.

ENGINES—FOR EVERY TYPE OF BOAT



Cooper Bessemer's six-cylinder Type EN direct reversing motor, rated at 300 hp. at 900 r.p.m.

SUPERIOR DIESELS

▶ The National Supply Company, of Holmesburg, Penna., and Springfield, Ohio, presents 33 models of Superior Diesels in seven sizes, ranging from the 2-cylinder 20 hp. MA-2 to the 960 hp. 8-cylinder OSL.

For the past two years, many of the Superior models have been going into vital defense equipment, from government boats of all types to every kind of industrial application. Today, fourteen different departments of the Government are being served by Superior equipment.

Both plants of the Company's Superior Engine Division have been on an 85 per cent defense basis for the past year and now nearly the entire production goes toward defense, and facilities are being constantly increased to meet the demand.

Extensive additions to both plants have been made, including a new research laboratory built at a cost of approximately $300,000 to conduct experiments on both slow and high speed Diesels.

Already a series of entirely new engines for defense use is under development, engines which will be applicable to domestic use when the war is over and won. Several of these will be of special interest to the post-war yachtsman.

The National Supply Company is unable to supply engines for pleasure boat use during the emergency but promises that it will be back with the yachtsman when it is all over.

COOPER-BESSEMER SUPERCHARGED DIESELS

▶ Ten models of higher power Diesels are presented for 1942 by the Cooper-Bessemer Corporation, of Mt. Vernon, Ohio. Stress is laid by the manufacturer on the use of supercharging which makes these engines particularly appropriate for yacht use.

Smallest of the line is the model EN-6-DR with a horse power range 126–312 hp. and weight of 10,320 lbs. This is a six-cylinder engine and has a bore of 8" and stroke of 10½". The models increase in power, with 6, 7 and 8 cylinders, to the top of the class, the LS-8-DR with 15½" bore and 22" stroke and a rating of 704–1280 hp.

By supercharging, the rated horse power of the Cooper-Bessemer is increased between 30 and 50 per cent.

KERMATH DOUBLES PLANT FACILITIES

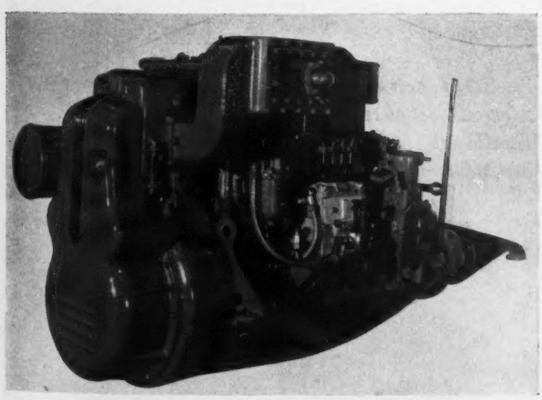
▶ With practically all of its production going to the general defense program, the Kermath Manufacturing Company, of Detroit, has more than doubled the size of its already expanded plant.

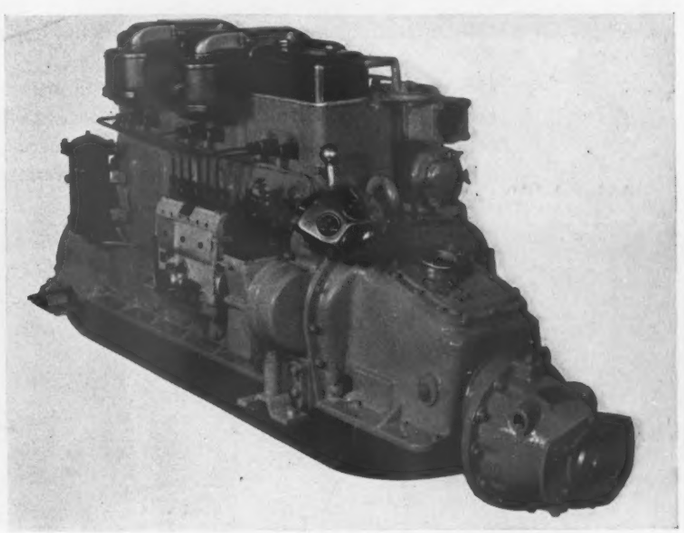
The regular 1941 line of gasoline and Diesel engines is being continued by Kermath with only minor refinements, but the powerful Sea Wolf and Sea Raider have been further increased in power and now rate at 275 and 600 hp., respectively. Although practically identical with the older models in external appearance, the extra power has been obtained by enlarging the cylinder blocks slightly; the bore is now 5¼" instead of the 5" on the standard models.

For defense purposes, the Company has successfully developed a V-drive for use with the larger engines. By coupling two of the 500 hp. engines through the special transmission, Kermath has managed to deliver 1000 hp. to a single shaft. Large numbers of these are already in successful operation.

The 27 hp. 2-cylinder Diesel continues prominently in the line. This compact engine made its first appearance at Grand Central Palace last year. Developing its power at 1800 r.p.m., it weighs 850 lbs. and has over all dimensions of 41 13/16" length, 21" width, and 20⅞" height. Cylinder dimensions are 4" bore and 4½" stroke. Ignition is by compression. It has a Bosch fuel injector, Upton 2:1 reduction gear and Joes reverse gear.

Now that the additions to the plant have been completed and are going into production, Kermath looks forward to the biggest





The new Superior SMRA-4, a supercharged Diesel which is being used to power many of the smaller vessels building for the Navy and the Coast Guard. It develops 150 hp. at 2000 r.p.m. Right, the Superior A, a Diesel which develops 110 hp. at 1800 r.p.m.

year of its long history in the marine field. Steps are already being taken for the development of new models for the days when peace returns.

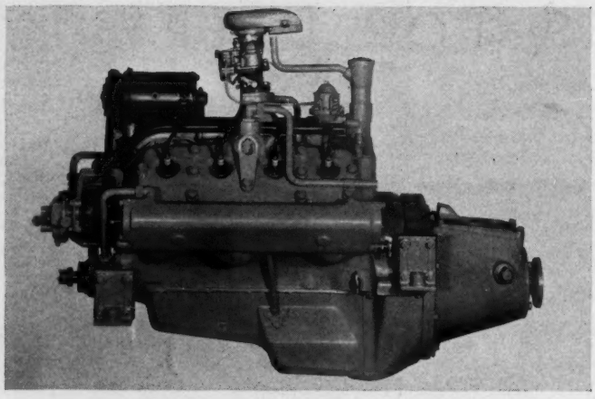
SCRIPPS MOTORS— GASOLINE AND DIESEL

▶ More than 50 models, gasoline and Diesel, including fours and sixes, vertical types, and eights and twelves, V-types, make up the 1942 line of marine engines manufactured by the Scripps Motor Company, of Detroit.

Important refinements have been made in the 1942 models to improve the quality of their performance without increasing the cost of operation. In many instances, more power has been obtained by judicious changes in piston displacement, improvements in volumetric efficiency and refinements in carburetion without adding to weight. Many models have been superseded by newer versions to keep pace with the rapid development of the industry.

The new Scripps line provides an extensive choice of high speed and medium speed motors, singly or in balanced pairs, in power range from 25 to 316 hp. for any type of boat from 15′ to 90′. For heavier hulls, most Scripps engines, both gasoline and Diesel, are available with improved type reduction gears in a wide choice of ratios up to 3½:1, according to the type and size of engine.

Scripps Super Hercules Diesels are presented in two series of new models.



The new Scripps V-43, a V-8 engine which produces 90 hp. at 3600 r.p.m. The new V-8 Mercury 43 is identical in appearance but has slightly larger piston displacement and produces 100 hp. at 3600 r.p.m.

PALMER DIESEL SIX IN PRODUCTION

▶ Like nearly every other engine manufacturer in the country, Palmer Bros. Engines, Inc., of Cos Cob, Conn., is devoting the greatest part of its resources to the war effort, yet believes that it will be able to supply a few Model RND-6 six-cylinder Diesels for private use.

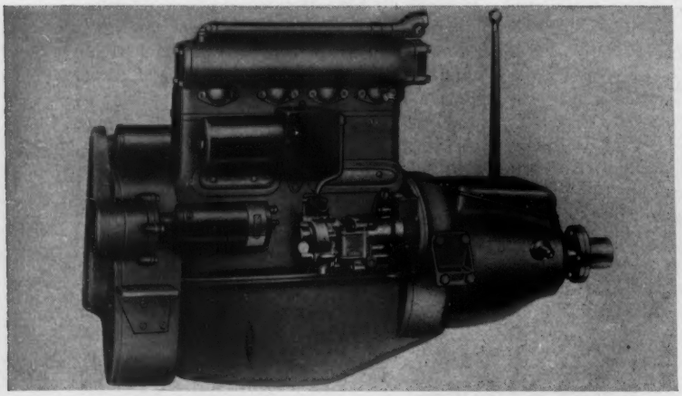
The RND-6 is now in full production. With a few changes, it is the same as the Pilot model which was first exhibited at the 1941 National Motor Boat Show. It is a four-cycle vertical enclosed airless injection engine, either hand or electric starting, developing approximately 10 b. hp. at 1200 r.p.m. and has a compression ratio of 15:1. The bore is 4⅛″ and the stroke 6″.

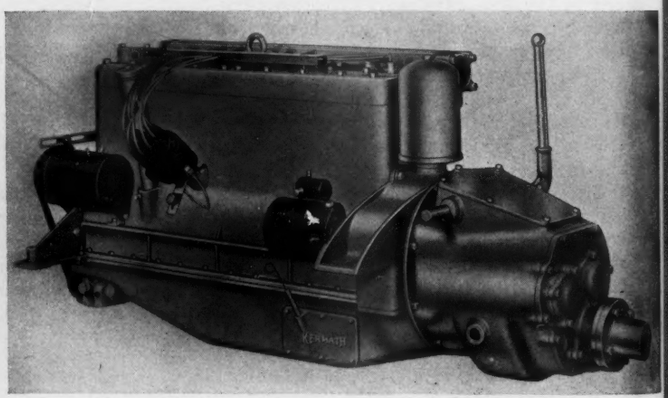
At present, the plant is busy on orders from several South American governments, the Dutch East Indies and the Philippines, as well as from our own government and Britain. Many of the Model LLH engines are being delivered for life boats of commercial vessels.

While defense work is taking up a major part of the plant, Palmer is still manufacturing small gasoline engines and the smaller 3- and 4-cylinder Diesels.

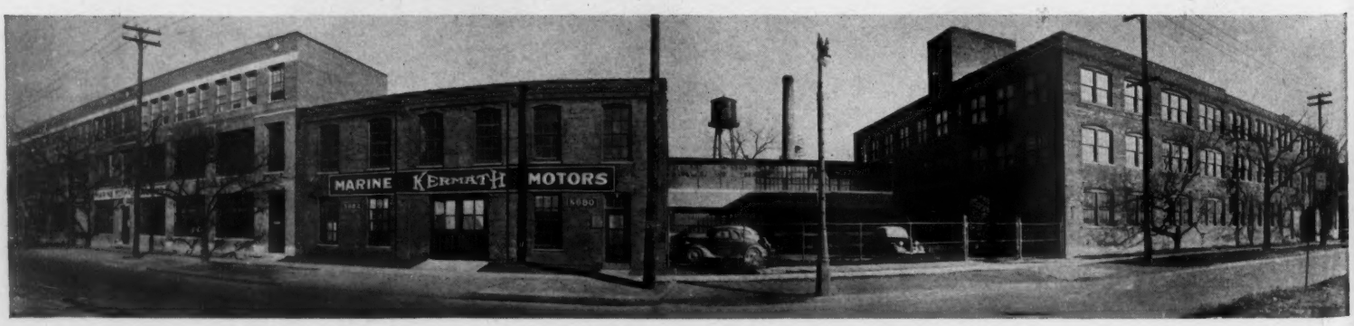
STERLING ALL FOR DEFENSE

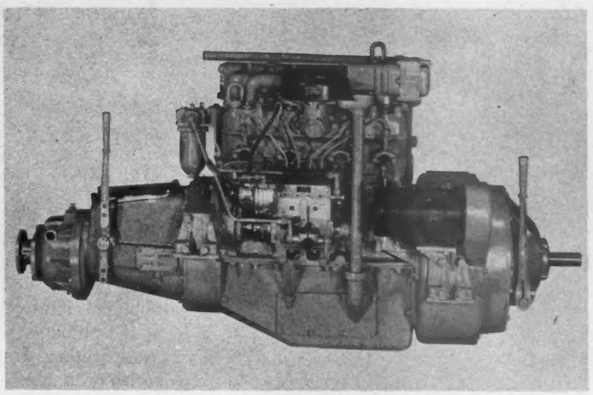
▶ Its entire current production going to the United States and British Governments, the Sterling Engine Company, of Buffalo, looks forward to the next Motor Boat Show in some future January.





Left, the four-cylinder Kermath Diesel, a 55–65 hp. engine. Right, the 100 hp. Kermath Sea Chief "8" with Kermath's Upton reverse gear. Below, panoramic view of Kermath's Detroit plant as recently enlarged. The two-story structure at left center was the company's second home. All the buildings shown here are being devoted to Kermath engine production, at present the greatest in the company's history





The new Scripps 7000-A four-cylinder Diesel with special clutch and reverse gear at the forward end for use in driving auxiliary equipment. This engine is rated at 79 hp. at 2600 revolutions per minute

Leading the Sterling line is the compact V-type, 12-cylinder Admiral, first shown to the public at last year's Motor Boat Show. Weighing, with supercharger and all accessories, approximately 3½ lbs. per horse power, the Admiral develops better than 1200 hp. which, for comparison, is more than that of the finest aircraft engine the Japanese have been able to produce — and the Admiral is a marine engine. It is now being built in large quantities for the Allied governments to power motor torpedo boats. Detailed technical information is not, of course, available to the public at present.

Engines for Army ambulance boats, Navy rescue and bomb target boats, and orders from the United States Coast Guard take up the rest of Sterling's production. A pair of 8-cylinder Vikings will power each of 41 new Coast Guard patrol boats. Six-cylinder Dolphins are being installed in the new Coast Guard picket boats as well as the Navy aircraft rescue boats, and twin Petrel engines are going into the Army ambulance boats.

Sterling is out of the pleasure boating field for the duration, every engine it turns out goes into national defense service; but the Company looks toward the day when its products will once again be back in "civilian white."

WISCONSIN AIR-COOLED MOTORS

▶ Featuring ten different models, nine of them single-cylinder and the tenth a much more powerful 4-cylinder motor, the Wisconsin Motor Corporation, of Milwaukee, is much in evidence at the start of 1942.

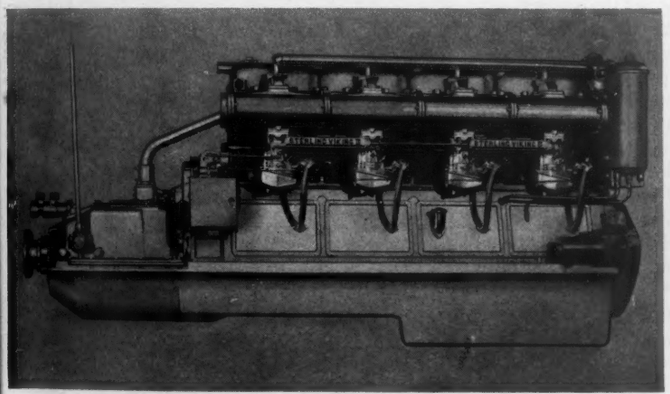
All Wisconsin motors are air cooled and consequently easy and inexpensive to install. The smallest model, 1.8 hp., is suitable power for light boats from 10′ to 15′ in length, while the four-cylinder 22 hp. model can develop plenty of power for motor boats or auxiliaries in the 25′ class — depending, of course, on the weight, design and type of service for which they are to be used. At additional cost, all models of Wisconsin motors may be equipped with reverse and reduction gears and the larger models may be fitted with electric starters and generators.

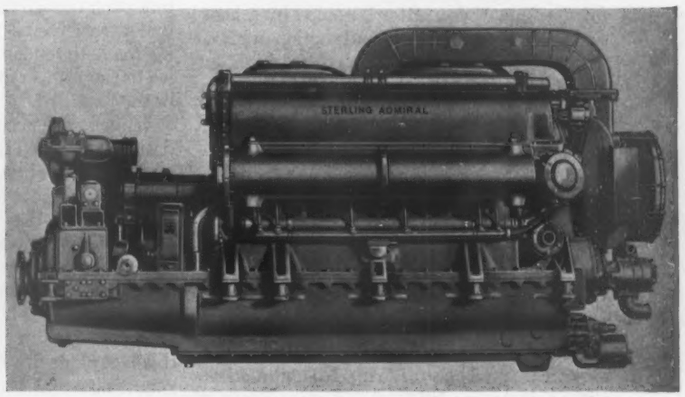
MACK-LANOVA MARINER DIESELS

▶ Seven models of Lanova type Diesel engines constitute the Mack Mariner line for 1942. Ranging in power from 70 to 200 hp., these engines are built in both yacht and work boat types and in three piston displacements.

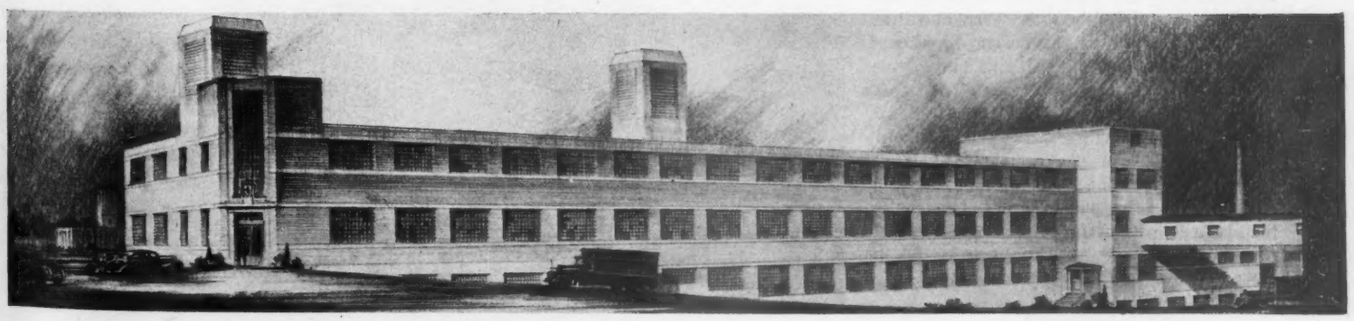
Outstanding in the Mack line is the new 605 cu. in. Supercharged Model, outgrowth of a special development made for the Navy. This new engine is extraordinarily compact for its power output and delivers 200 hp. in the yacht type at a weight of just over 3000 pounds, or a little over 15 pounds per horse power.

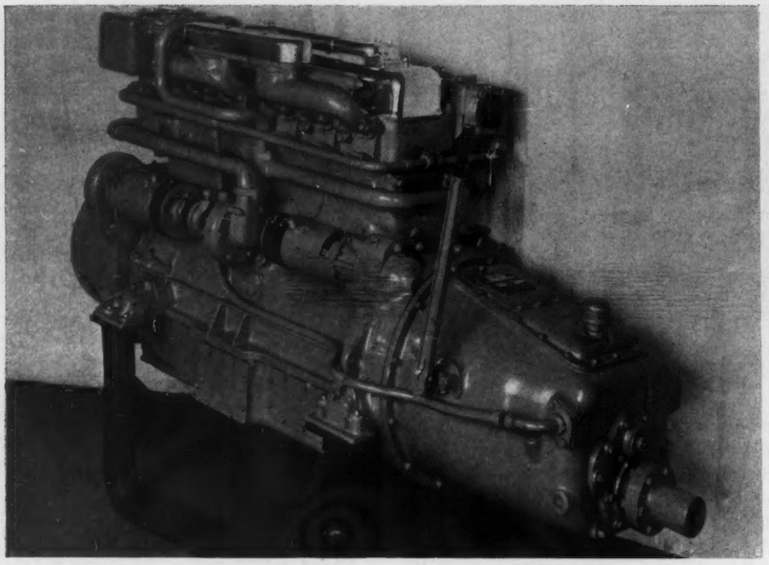
Operating on the solid injection full Diesel cycle, Mack-Lanova marine engines are the result of 10 years' intensive development and are now in their fourth year in the marine field. They operate on the four-stroke cycle and are designed throughout for marine use.





Left, the 600 hp. Sterling Viking, an eight-cylinder gasoline engine. A pair of Vikings powers each of the 83′ Coast Guard cutters being built by Wheeler. Right, the 1200 hp. supercharged Sterling Admiral. Large orders for these engines have been placed by our Navy and the British Admiralty to power motor torpedo boats. Below, architect's sketch of Sterling's recently completed new assembly and test plant





The yacht type 140 hp. Mack Mariner, with flywheel at rear. This engine uses a water-cooled Twin Disc reverse and reduction gear

Combustion is controlled on the Lanova principle.

Yacht type Mariners are offered in 457, 519 and 605 cu. in. piston displacement and in the 605 supercharged model. Work types are in the 457, 605 and 605 supercharged sizes.

Lubrication is by full pressure throughout, the submerged gear type oil pump feeding the oil to a large distributing gallery buried in the waterjacket. Dual cooling is employed in all models, jacket water being used over and over again and circulated by a centrifugal pump. Fresh water is cooled by a heat exchanger operating in conjunction with a water reservoir. In this design, fresh water passes through the heat exchanger coils outside of which sea water is being circulated. This eliminates the possibility of clogging the water jackets of the engine.

RED WING GASOLINE MOTORS

▶ The Red Wing Motor Company, of Red Wing, Minn., continues to offer nineteen different models of gasoline engines ranging in power from 8 hp. to 125 hp. No new models will be shown for 1942.

The Company's line of Hesselman type spark Diesels has been slightly changed and the smaller 4-cylinder 35–40 hp. model has been replaced by one of 42–54 hp., with a bore of 4″ and stroke of 5″, which adds considerably to its power. The new engine sells at approximately the same price as its smaller predecessor, weighs about 1000 lbs. and runs with great smoothness. It is designed for boats between 25′ to 40′ in length and is available with various ratios of reduction gear. Other Hesselman type engines up to 200 horse power are available.

While the major part of the Red Wing Company's production is going into the country's war effort, provision has been made to take care of as much regular business as possible.

A new catalog will be available shortly after the New Year.

JOES GEARS ON DEFENSE CRAFT

▶ Despite tremendous demands for national defense, Joes Gears are still being supplied to the boating public, although perhaps orders are not being filled at present as promptly as formerly.

The Snow and Petrelli Manufacturing Company, of New Haven, Conn., makers of the well-known marine gears, has stepped up its production over 800 per cent in the past months to fill pressing needs for Navy boats; but, even though this has put the entire plant under tremendous pressure, every effort is being made to render full coöperation and service to the firm's regular private customers as in the past.

While it was necessary for this company to design and equip for producing the entirely new type of gears suitable for the tremendous power called for in motor torpedo boats, mine sweepers and other Navy craft, its 35 years of experience in supplying the yachting industry stood it in good stead and it has swung into mass production for the Navy in an amazingly short space of time.

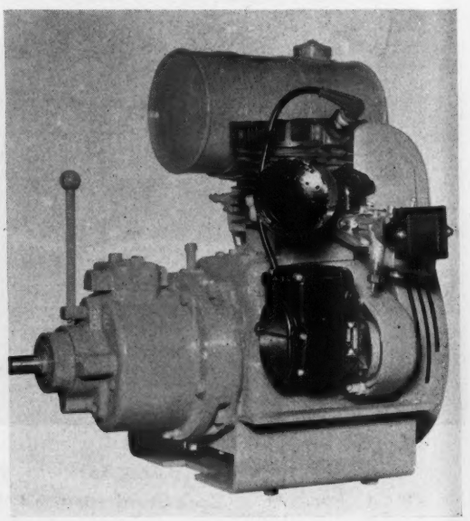
Joes Gears are "in the Navy now," but this fact alone is sufficient to insure post-war yachtsmen that they will be able to obtain gears of greatly improved design. Meantime, the demands of pleasure boat owners will be handled as rapidly as is possible under existing circumstances.

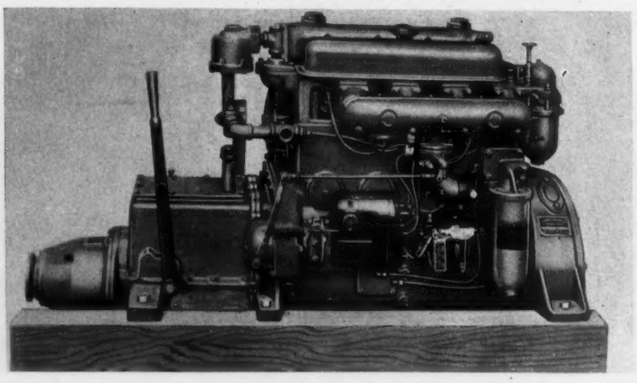
UNIVERSAL MOTORS IN MANY SIZES

▶ Marine engine production at the Universal Motor Company, Oshkosh, Wis., is the highest in the company's history. While a large percentage is for defense requirements, enough is left over to fill the normal demands of the public.

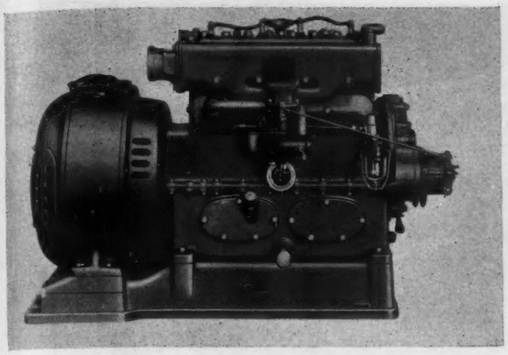
Altogether, Universal offers ten complete series of marine engines, 1-, 2-, 4-, 6- and 8-cylinder models ranging from 8 to 141 horse power. The water cooled single cylinder 8 hp. Fisherman models head the list, followed by the 12 hp. Blue Jacket Twin series. Then there are the popular 25 hp. Utility Four series, the 40 hp. Flexifour series, the rugged Superfours, 60 hp. Blue Jacket All American series, 90 hp. Cruiser Sixes, 125 hp. Cruiser Eights, 110 hp. Sea Lions and the 141 hp. Sea Lion Eights. In addition, there are two series of four-cylinder racing motors: the 52 hp. AD Flexifours and the 75 hp. Blue Jacket Racers.

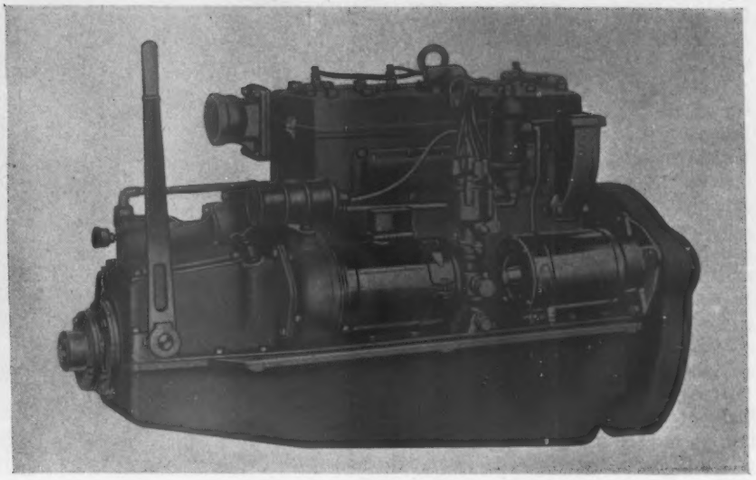
In recent months, Universal's engineers have developed a number of interesting improvements in several models. Among them is the adoption of the standard metric size spark plugs on the Fisherman model so that replacements may be obtained in all parts of the world; now all Universal engines have metric system plugs.





One of the larger Wisconsin air-cooled single cylinder engines, the AKM. It produces 4.2 hp. and is equipped with a Joes reverse gear. Left, Red Wing's new 42–54 hp. Waukesha-Hesselman Spark Diesel engine





The Universal 5 kw. marine type generating plant. Right, the new Universal 40 hp. Flexifour

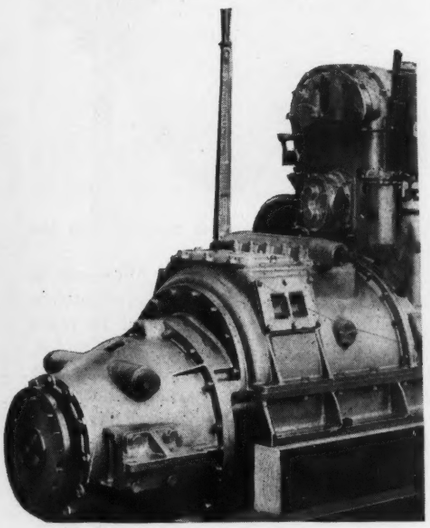
The reverse gears on the Blue Jacket Twin and Utility Four models have been redesigned for greater efficiency, and the latest type of full-automatic distributor has been adopted on the Blue Jacket Twin. These improvements are now standard equipment on all Universal engines.

For improved lubrication to the valve tappets, valves and valve springs, the lubrication system of the Superfour, Cruiser Six and Eight, and Sea Lion Six and Eight series has been revised and all these models, as well as the Utility Four and All American Six, are equipped with new marine type non-drip carburetors with upturned horns conforming with the new Department of Commerce regulations.

Another interesting addition to the Universal line is an improved type of generator and distributor, designed to provide internal lubrication and permit the use of a two-charge regulator. Although a conventional type of regulator is standard equipment, the two-charge regulator can be installed in the field or at the factory.

No small part of the intense activity at the Universal factory is the production of generators by the Electrical Division, where a complete line of generating plants ranging from 250 watts to 25 kilowatts, operating on gasoline, kerosene and fuel oil, is manufactured.

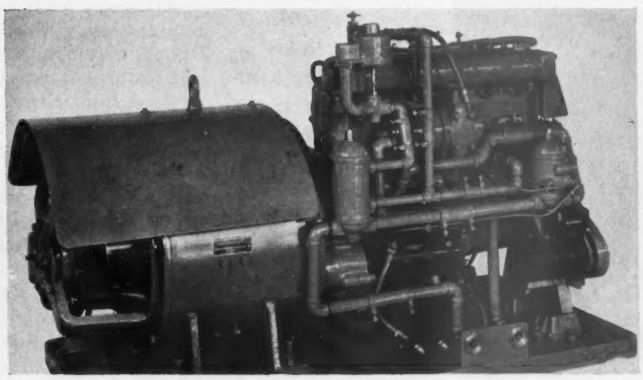
Universal is serving every branch of the fighting forces and supplying marine engines and both marine and land type electric plants. Many Universal plants are in use in the new Naval bases in the West Indies.



UNITED STATES MOTORS

▶ Nearly three times its 1940 peak production was turned out by United States Motors Corporation, of Oshkosh, Wis., during the past year and present demands indicate that even this figure must be more than doubled to meet 1942 requirements. Shipments in 1941 were 96 per cent to defense projects and in 1942 the output of the plant will go entirely to the war effort.

The Corporation has on hand a few units, from 500 watts to 5 kilowatts, in a few combinations, which might be supplied on non-defense orders, but it is extremely doubtful if any new units will be available for private purchase. About 90 per cent of the output is either in the "secret" or "restricted" classification.



A big Joes reverse and reduction gear. Right, U.S. Motors' U.S. Navy 20 kw. Diesel generator. This equipment is fitted with a closed system of fresh water cooling

GRAY MARINE ENGINES FOR EVERY USE

▶ There are 25 gasoline engines in the Gray line for 1942, including eleven medium and heavy duty engines, an equal number of high speed engines and three racing engines. These groups cover specialized engines for all types of boats, built to one basic engineering principle but individually designed for their particular job.

The influence of material shortages has not reduced the Gray range of sizes except by two models, because through standardized design the Company has been able to provide versatility without penalizing production facility. Many Government departments are heavy users of Gray facilities and, since the priorities system went into effect, an increasing percentage of Gray production is being supplied for work boat use.

For medium and heavy service, Gray continues to supply all standard models from 10 to 145 hp. with operating speeds up to 3000 r.p.m. Gray's 290 and 330 cu. in. "sixes," with built-in fresh water cooling systems, have been popular in heavy duty service. The "Super Six," with dual updraft carburetors, developing 145 hp. in less than 50" of length and less than 1000 lbs. weight, replaces the high speed "Eights" on which deliveries for the retail trade have been temporarily suspended.

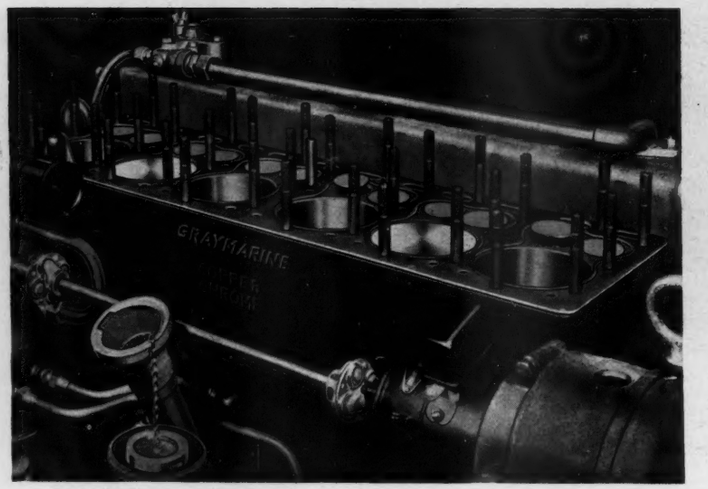
The Phantom Series of high speed engines for runabouts and hydroplanes is continued in production. These 4- and 6-cylinder 45 to 160 hp. engines have a lower weight-to-power ratio and are basically different from the medium and heavy duty engines. They are built for operation up to 3600 r.p.m. with the exception of the Fireball models which are guaranteed for full throttle operation at 4000 r.p.m. on either standard or aviation fuel. All Phantom engines are interchangeable on the same engine bed.

Gray racing engines, which established a number of records during 1941, are continued unchanged. These include engines for the 91 cu. in. hydroplanes and 100 cu. in.

Class A runabouts, and the Fireball racing engines for 218 (Class D), 225 and 244 cu. in. sizes.

Production of Gray Marine Diesels continues at full capacity and facilities have been more than doubled in the past year. The U. S. Army and Navy are large users and an increasing demand has been felt from South America and the Far East. Five sizes are in production, all based on the engine developed and built by General Motors and adapted and equipped for marine use by Gray. All have 4¼" bore, 5" stroke and basic cylinder size of 71 cubic inches. There are 24 separate models, from one-cylinder 25 hp. 1250 lbs. to six cylinders and 2425 lbs. weight.

A new development is the production of high-output "Navy Style" engines for operation up to 2100 r.p.m., delivering 225 horse power. These are not available to the general public. Other new developments include special engines with radiator cooling for the U. S. Coast Guard.



The Gray Six-101 showing multiple studs for pulling the cylinder head down tight and preventing compression leaks. Below, a Gray Four-52 with built-in 3:1 reduction gear

EVINRUDE'S 1942 OUTBOARDS

▶ Although half its facilities are devoted to defense production other than outboard motors, Evinrude Motors, of Milwaukee, Wis., has scheduled sizable quantities of its Singles, Twins and Fours for 1942 production. However, since outboard motors also play their part in the defense of the nation, the continuous program of research and experiment which has marked the progress of the oldest outboard motor maker has not been allowed to lapse. The 1942 models show many improvements and refinements.

Much of the outboard's popularity is directly due to the light weight obtained through the use of aluminum; since this metal is greatly restricted for civilian use, Evinrude engineers have had to wrestle with many problems of substitution. So, the 1942 motors come with plastic control knobs, filler caps and starter housings. Experiments indicate further use of plastics. In many cases, the substitute has proved more satisfactory than the original. In no case has an unsuitable substitute been used, although in some models the weight has been increased slightly.

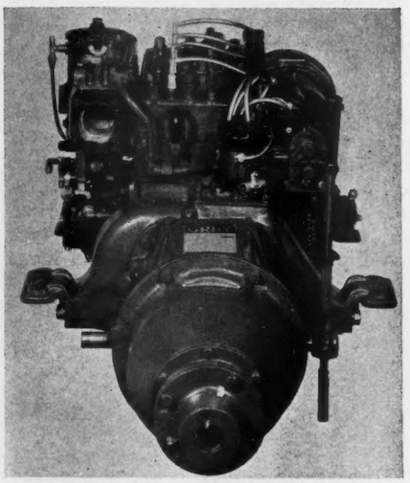
The basic Evinrude features are contained in each of the nine 1942 models. These include hooded power, relief co-pilot steering, centrifugal pump cooling and watersealed silencing. Each motor which leaves the factory has its certified N.O.A. brake hp. rating.

The Evinrude line ranges from ½ to 33.4 hp. motors. Most powerful is the Speedifour, a four-cylinder motor capable of pushing heavy loads at high speeds. Speedifour's starting is made easy, despite its power, by a compression release which cuts out one bank of cylinders. The electric starter model has been discontinued because government demands make it impossible to obtain the special electrical units required.

Weighing only 10 pounds, the tiny Evinrude Mate is in demand among lake fishermen. This little motor, developing ½ hp., can push along a light boat far better than the oarsman for whom it was originally designed to substitute.

Ranger is the next model in the line. Weighing 16 lbs., it will develop a full horse power and is unusually economical.

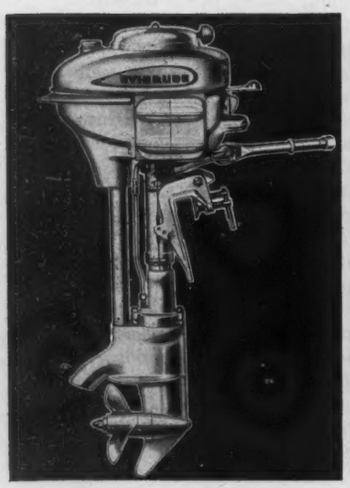
The Sportsman, 2 hp., and the Sportwin, 3.3. hp., are both equipped with the Evinrude reverse feature which made its first appearance on these models last year. An automatic lock prevents the engine tipping into the boat while backing.



Pioneering in four-cylinder outboards in 1928 with the Quad (since developed into the Speedifour), Evinrude continued to make improvements in the four-cylinder motor, the most recent model being the light weight Zephyr, first put on the market in 1940. The operating qualities of the Zephyr have been markedly advanced in the 1942 model. New discoveries in manifolding have given it a degree of flexibility never before attained in this type of motor. As a result, the slowest trolling speed is now available and, when given the gun for top speed, the response is instantaneous. Owners of 1940 and 1941 Zephyrs may avail themselves of the new 1942 features. Complete information can be obtained from Evinrude dealers or direct from the Company's Service Department.

Filling out the Evinrude line are the Lightfour, Sportfour and Speeditwin, all well known and all with advancements in design and performance for 1942.

Due to acute shortages of materials, production of the entire Elto line and all Evinrude racing models has been suspended for the "duration." A few racing 460's still remain in stock but it is doubtful if they will remain there long.



Far left, the 9.7 hp. Evinrude Lightfour which is capable of driving planing boats at speeds up to 25 m.p.h. Left, the Evinrude Sportsman, one of the most popular outboards for utility and fishing service. It weighs only 26 pounds. Both these Evinrudes are equipped with Simplex starter

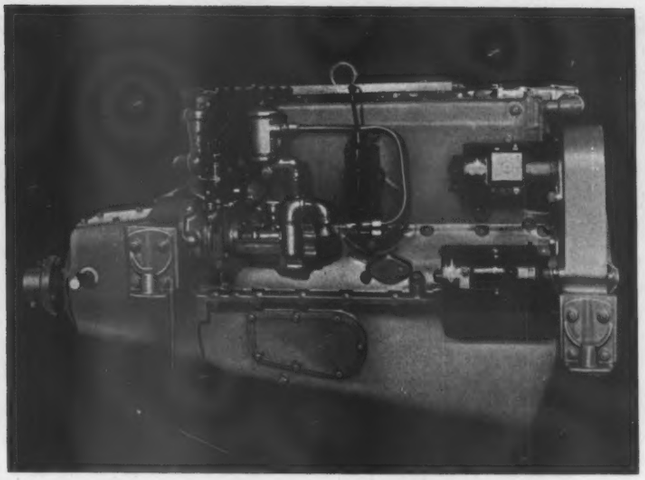
CHRIS-CRAFT OFFERS SIX MARINE ENGINES

▶ For 1942 Chris-Craft presents a new line of six engines exclusively designed for marine use. These new gasoline engines are built in three different block types, one of four cylinders and two of six cylinders each. The new units are designed for use, either singly or in pairs, in boats up to 75′ in length.

Features of the new line of Chris-Craft engines include specially designed, high efficiency iron cylinder heads, streamlined intake and exhaust ports, non-drip safety carburetors, oversize helical gears, and pre-tempered water for the cooling system. All models are equipped with tension type rubber mountings designed to retain their shock absorbing qualities throughout the life of the engine.

Since Chris-Craft engines are built to power the Company's own boats, every effort has been made to develop a maximum of horse power per pound. Experience gained in building and powering fast runabouts has resulted in even the largest Chris-Craft engines being unusually compact and light.

Smallest of the line is the model "B," a four-cylinder engine for small runabouts, utilities and cruisers. It is 32″ over all with a height of 24″ and is available with a 2.04:1 reduction drive. It develops 60 hp. at 3000 r.p.m. and has a piston displacement of 132.7 cu. ins.



The Chris-Craft model M engine which develops 130 hp. at 3000 r.p.m.

JOHNSON OUTBOARD MOTORS

▶ While the needs of National Defense have curtailed the supplies of certain materials, necessitating some changes in specifications, the outboard motors which the Johnson Motor Company presents for 1942 are, in every way, dependable Sea Horse motors.

Continuing its complete line of ten models ranging from 1.5 to 22 hp., the Johnson Company has added many refinements to the 1941 models while retaining the outstanding features which have made them so popular for many years.

Super streamlining, both above and below water, add to the appearance and efficiency and the rubber-rotor pump provides adequate cooling at all speeds since it does not depend upon centrifugal force for its operation. The Rubber-Flow shock absorber drive provides unusual protection to the propeller and to the shear pin.

During 1941, more than 75 per cent of the "H" and "T" models were equipped with the Johnson Ready-Pull starter. Five of the ten models in the 1942 line have this as a regular feature and public preference may drive the percentage of the starter models still higher.

The new Model SD is the first outboard to use pressure feed on the gasoline. It has Hi-Vac cooling, which provides adequate cooling at the slowest speed, and alternate firing cylinders cast in a single block of aluminum.

While the Johnson Service organization is already wide in extent, the outlook is that it will be even further extended during 1942.

Bright sun, clear water, a boat, a girl, and an Evinrude

Designed for larger boats, Model "M" has many features unique in the marine field. The exhaust manifold is extremely low to permit flush hatch installations. An innovation is the new type separate intake and exhaust manifolds. A new timing gear train, designed to reduce noise and give longer life, is offered in this model. With its 4″ bore and 4¼″ stroke, Model "M" develops 130 hp. at 3000 r.p.m. and its over all weight is 850 pounds. A stepped-up version, which develops 145 hp. at 3400 r.p.m., is available for fast boats.

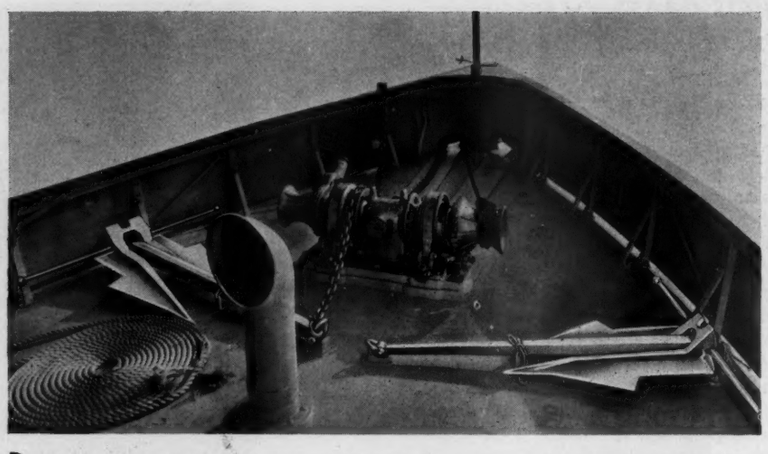
Largest of the Chris-Craft line is the new 160 hp. model "W" which features, as with other Chris-Craft 6-cylinder motors, a seven bearing crankshaft of Tocco hardened carbon steel. Model "W" is available with single stage reduction gears of the opposite internal helical type and ratios of 1.5:1 and 2.54:1.

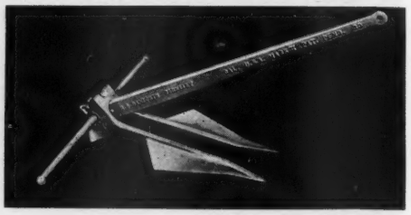
Right, the Johnson Deluxe Model TD, a two-cylinder 5 hp. outboard motor which weighs only 42 pounds. Far right, one of the smaller Johnsons, the Deluxe Model MD, rated at 1.5 hp. and weighing 26 pounds

DANFORTH ANCHORS IN DEFENSE

▶ Among the many new products developed by pleasure craft suppliers in recent years, probably none has been more widely adopted for use in Navy, Army, and Coast Guard craft than the Danforth anchor. The greatly increased holding power per pound of anchor weight of Danforth anchors has been proved time and time again. Their use releases many extra tons of steel for other service and greatly simplifies both the work and the equipment involved in handling ground tackle. The Danforth anchor burrows down through soft mud to firm holding ground. It cannot foul and it stows flat on deck or in hawse pipes.

The Navy is using these anchors in many types of vessels, from motor torpedo boats to floating machine shops and in several of its large patrol bombers; the Coast Guard uses Danforths in cutters, life boats and rescue boats; and they are part of the equipment of many types of Army craft. Danforth anchors in sizes up to 11,000 pounds are in use by the Services.





Danforth anchors of 75 and 150 pounds on the bows of one of the 83-foot Coast Guard cutters built by Wheeler. Below, a 30-pound Danforth Mark II anchor, one of the most popular sizes for yacht use

IDEAL WINDLASS HAS THREE NEW MODELS

▶ Three new windlasses have recently been developed by the Ideal Windlass Company, of South Attleboro, Mass., for use in Navy, commercial, and pleasure craft. They include types for hand operation as well as electrical. Model XHD5, a T type electric windlass with a vertical capstan and two wildcats, is made in both 3 and 5 hp. sizes. Two external hand brakes control the wildcats and an over-running clutch permits hand operation by simply disengaging the motor. This model is being used in the Navy's new 136′ and 96′ mine sweepers.

The new Ideal hand-operated windlasses come in both galvanized iron and bronze, and in two sizes, with two gypsies or two wildcats, or with one of each.

AECO WINDLASSES FOR PATROL BOATS

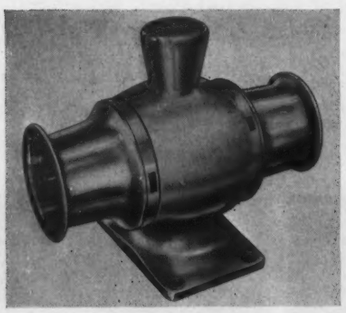
▶ The American Engineering Company, of Philadelphia, is a well-known and long established supplier of yacht equipment much in the defense picture these days. The Aeco Type T windlass, a great favorite of yacht owners and designers because of its compactness, neatness and power, is now hard at work on many new Naval craft.

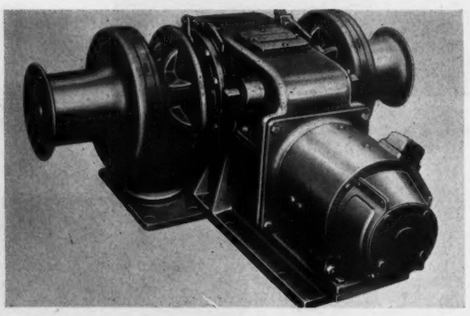
On Type T, the wildcats are closely centered to facilitate installation in the bow, all gearing runs in an oil bath, and large brake bands are provided to hold the load. This windlass is built in five sizes. The smallest have ratchets and pawls and run in one direction only. No changeover is required for hand operation. The two larger sizes are reversible and are equipped with block keys for hand operation.

TYLAC WALL COVERING

▶ The Tylac Company, of Monticello, Ill., has announced the development of Tylac, a wall covering, particularly adapted to yacht use. This material was used extensively in the welded steel cruiser *Pilgrim* built by Burger last year. Tylac is pre-finished at the factory with a surface which will not crack, chip or craze and is not damaged by moisture, salt water or alcohol. Plain panels of Tylac were used in *Pilgrim's* galley and combinations of plain and tile pattern in the lavatories.

Pilgrim is a 65-foot Diesel cruiser.



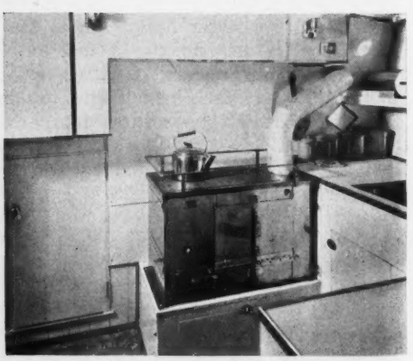


Left, the Ideal Windlass Company's new hand type ratchet windlass equipped with two gypsies. Right, the American Engineering Company's Type T windlass which is being used on many defense craft

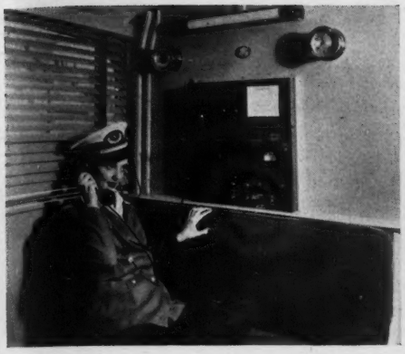
A NEW CEMENT AND A GREASE SOLVENT BY PETTIT

▶ Two new products are announced by the Pettit Paint Co. for this season; a "Bedding Cement," heavy, elastic and waterproof, intended for bedding deck fittings, glass, wood and metal mouldings,. double planking and batten seams. Another new one with Pettit is a "Bilge Solvent" which cuts oil and grease and keeps bilges sweet and clean. It works equally well in salt or fresh water.

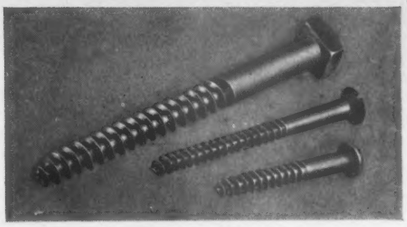
An attractive color booklet describing its products may be had for the asking and the well known Pettit Log Book is available to yachtsmen as usual — just send ten cents to cover cost of mailing to the Pettit Paint Co., Belleville, N. J.



The galley of the Burger-built welded steel yacht "Pilgrim," showing Tylac wall covering and an interesting installation of Porthole's Constant Cooker galley range



The Hallicrafters' 50-watt radiotelephone as installed on the all-welded cupro-nickel yacht "Revere" shown at the right. Below, screws made of Herculoy, a Revere copper silicon alloy



10-CHANNEL RADIOPHONE BY HALLICRAFTERS

▶ Boat owners along the Atlantic seaboard are being given an opportunity to inspect a new type of cruiser construction which, its owners hope, will contribute to the solution of some hazards and problems now presented by small boats. This demonstration cruiser, the 45′ *Revere*, was described in detail in the November, 1941, issue of YACHTING. Hull and superstructure are of cupro-nickel sheets.

On her demonstration cruise, the length of the East Coast and into the Great Lakes, it was desired that communication be maintained with the owners, Revere Copper and Brass, Inc., with yacht clubs, etc. For this purpose, the boat was equipped with a Hallicrafters HT-12 Marine Radiophone which provides 10 crystal-controlled transmitting and receiving channels, including those for ship-to-ship, Coast Guard and ship-to-shore communications.

The Hallicrafters radiophone offers such refinements as automatic voice-controlled transmit-receive changeover, instant choice of services by simple channel selector switches, automatic silencing of the loudspeaker to static or other disturbances when awaiting a call, operating simplicity and compact size.

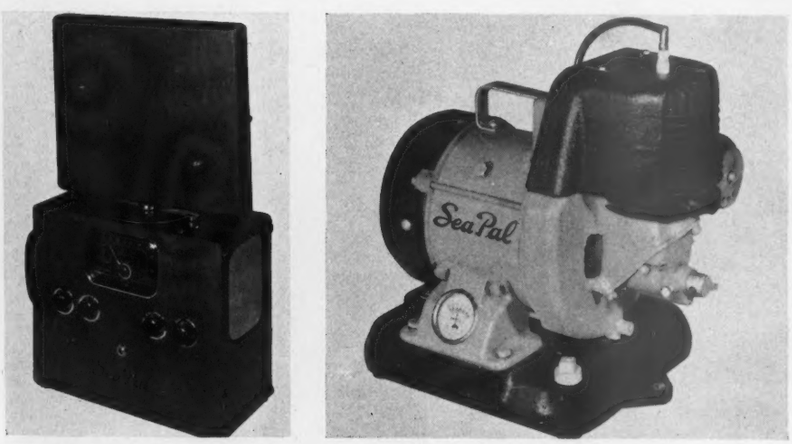
SEA-PAL RADIO AND ELECTRICAL EQUIPMENT

▶ The Sea-Pal Radio Company, of Chicago, goes into the next year well supplied with materials and with sizable stocks of completed units. In addition to its original Portable Direction Finder and Radio, Sea-Pal now offers the Mate Portable Marine Receiver, the Sea-Pal Power Charging Plant, and Sea-Pal fluorescent lighting for boats.

The Direction Finder Radio is a six-tube superheterodyne receiver and can be operated from its self-contained 250-hour dry batteries, or from 110 volt ac-dc supply. It receives the standard broadcast band and the marine beacon and aircraft weather report band (535 to 1600 kc.); both loudspeaker and headphone reception is provided. The loop antenna used for direction finding becomes a cover for the front of the set when detached.

The Portable Marine Receiver also uses a six-tube superheterodyne chassis and covers the broadcast band as well as the marine radiophone band (2100 to 6700 kc.). The receiver is covered with a waterproof blue serge material trimmed in ivory.

The Power Charging Unit utilizes an air-cooled motor to charge up to 30 amps. per hour. It comes in 6, 12, and 32 volt models and the weight is only 69 pounds.



The Sea Pal Portable Direction Finder and Radio and the same manufacturer's portable charging plant which weighs only 69 pounds

REVERE'S COPPER AND COPPER ALLOYS

▶ The recent building and launching of the all welded cupro-nickel cruiser *Revere* has served to emphasize to boat owners and yachtsmen the country over the close connection between Revere Copper and Brass, Incorporated, and many of the marine metals used on yachts and on commercial and defense craft. That company's fast streamlined cruiser, with all her modern equipment, is now commencing a tour of Florida boating centers. But the history of Revere metals goes back some 140 years prior to the launching of the cruiser *Revere*.

The famous Paul Revere, founder of the company, rolled the copper which sheathed *Old Ironsides*. Later, Robert Fulton went to Paul Revere for copper plates for the boiler of his second steamboat, the *Raritan*. Still later, it was another Revere product, Taunton yellow metal (Muntz), that kept the bottoms of the clippers sleek and smooth. Down through the years to the *S. S. America*, and our present two-ocean Navy, Revere marine metals have continued to serve.

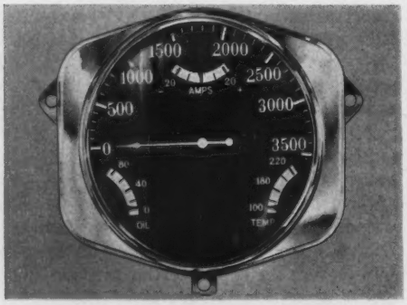
Cupro-nickel (70 per cent copper and 30 per cent nickel) from which the cruiser *Revere* was constructed, heads the list of Revere marine metals. This alloy has the greatest salt water corrosion resistance of any commercially produced metal and also combines light weight, ease of forming and working, weldability and attractive white silver color. Cupro-nickel is widely used in the condenser tubes of vessels of the United States and British Navies. It is suitable for tanks, nuts, bolts, screws, trim, sail track and slides, shafting, and various hardware uses on yachts.

Herculoy is the Revere trade name for several copper-silicon alloys that combine the corrosion resistance of pure copper with the strength of mild steel. Herculoy and other alloys of this nature are generally considered to provide the best plank fastenings available. Some of the newest Coast Guard cutters and Navy launches contain nuts, bolts,

Harold B. Sawyer, a Narragansett Bay yachtsman, wearing the American Optical Company's new Polaroid Day Glasses. Right, Ray's Boat Yard, City Island, N. Y., one of the hundreds of Texaco Waterfront Service Stations

screws, rivets and even fuel tanks of Herculoy. It comes in various sizes of sheets, strips, rolls, rods and tubes. It is probably most frequently used on yachts for fastenings but it is also adapted for tanks, rudders, struts and stanchions.

Revere also fabricates a wide variety of copper, brasses and bronzes for many industrial uses. These include such well-known items as Admiralty metal, Muntz metal and Naval brass, others such as Roman bronze, particularly noted for resistance to fatigue as well as salt water corrosion.



A *Stewart Warner instrument mounting which combines tachometer dial, ammeter, and oil pressure and water temperature gauges*

No less important than Revere's wide variety of products is the company's Technical Advisory Service, available to all yacht owners and builders. The men in this department have been picked for their broad backgrounds in metal working methods plus highly specialized knowledge of copper and copper base alloys. Their assistance is available without obligation.

THE ECO GEARLESS PUMP

▶ The Eco Engineering Company, of Newark, New Jersey, maker of the Eco Gearless Pump, is including a new wrinkle in impeller material and construction in their 1942 model. Formerly one piece of tough resilient rubber, the impeller is now composed of several laminated sections vulcanized together under great pressure. The Eco pump for cooling system and bilge pumping use is particularly efficient where sand, mud, or other substances are found in the water. The water it pumps is the only lubricant required.

TEXACO WATERWAYS SERVICE—BUSINESS AS USUAL

▶ Though there is no National Motor Boat Show this year, and a tremendous drain is imposed by wartime needs, Texaco Waterways Service is going ahead on a "business as usual" basis.

A new series of Texaco Cruising Charts is being prepared for the 1942 season and will be ready in the early spring. Newest chart is one of the Intracoastal Waterway between Norfolk and Key West. This replaces two of the old small scale charts and has much additional information. The other six charts of the series have been revised to date.

Distribution of "Cruising With Safety," the Texaco Pocket Pelorus, buoyage cards, and Chart Symbol folders, will be kept up in increasing quantities as these Texaco features have proved themselves invaluable to the many classes conducted by the U.S. Power Squadrons and similar organizations which are teaching boat handling to thousands, equipping them with knowledge essential to the country's defense.

Unless conditions change considerably over the winter, Texaco feels that it will have no trouble supplying its waterfront dealers with ample stocks of fuel and lubricants for the summer. Only an acute shortage of transportation facilities can have any serious effect on supplies. In any event, unless a definite ruling to the contrary is made by the Government, Texaco's marine stations will receive their quota in exact proportion to the highway stations, as they did during the gasoline shortage last summer.

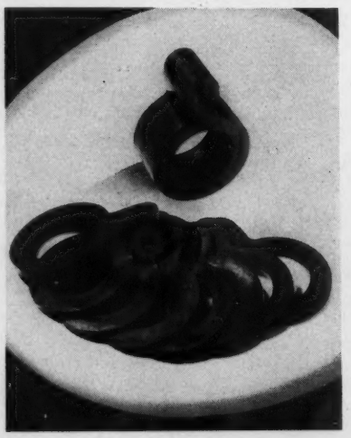
STEWART-WARNER INSTRUMENTS

▶ The Stewart-Warner Corp. is doing its bit for defense, too. It is supplying instrument panels, tachometers, gauges, vacuum tanks and filters to the Navy; the experience gained in outfitting yachts for years past must have contributed much to the "know how." The company expects, however, to be able to supply its yachting customers' needs this season.

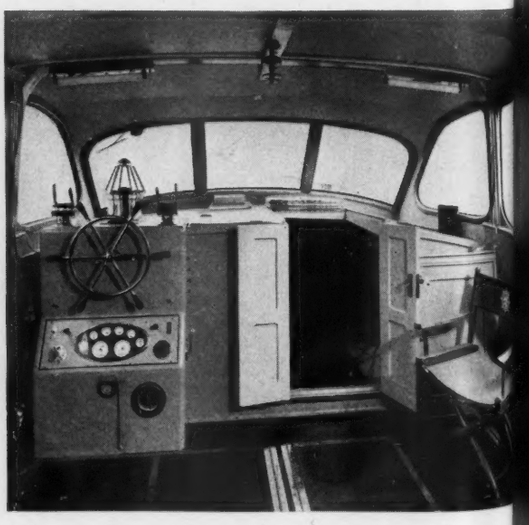
ATLAS PAINT

▶ Geo. D. Wetherill & Co., makers of Atlas Ready Mixed Paints, continue their line of special marine paints into 1942. These include Wetherill's Copper Bronze, Wetherlux topside paints, Wetherill's Slide Proof Deck Paint and a wide variety of marine varnishes.

(Continued on page 114)



The new laminated and vulcanized impeller used in the Eco Gearless Water Pump. Right, Gold Medal folding yacht chairs on the cruiser "Revere"



CHAMPION SPARK PLUGS

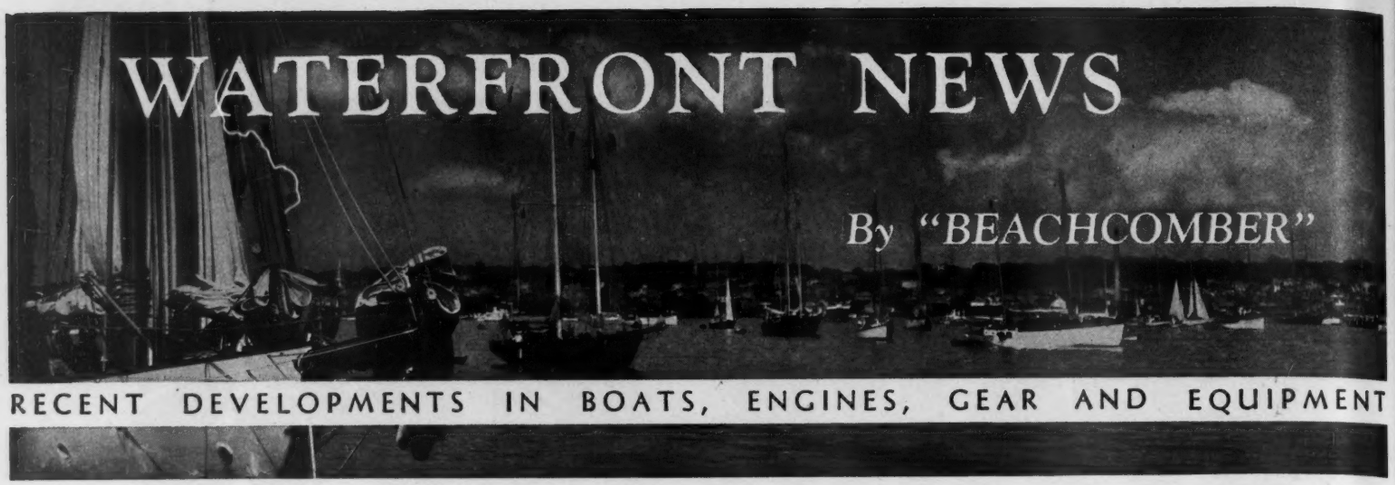
☆ YOU DON'T have to be an engineer to know that a hard boating season will give your spark plugs a terrific beating—one that definitely takes its toll in *both* spark plug and engine performance. That's why all spark plugs should be replaced every year for maximum engine economy and performance.

Carbon encrusted insulators, burned electrodes and compression leakage rob all spark plugs of their efficiency. This causes hard starting, loss of power and speed. In addition, economy of operation disappears. A new set of Champions will not only ward off all these troubles but you'll be money ahead in gas savings alone.

Only Champions have the patented *Sillment seal which prevents troublesome leakage *common to ordinary spark plugs*. Spark plugs that leak overheat, pre-ignite, and cause rough, wasteful engine operation. So when you buy spark plugs, insist on Champions—the spark plug Champions use — for improved engine performance.

☆ Champion's exclusive *Sillment seal is your safeguard against engine troubles due to spark plugs. This patented seal prevents troublesome gas or compression leakage at these two vital points. When such leakage occurs in ordinary spark plugs, they overheat, causing preignition, rough, sluggish and wasteful engine operation. Remember only Champions are Sillment sealed.

MORE VITAL AND DEPENDABLE THAN EVER!



PANISH CONTROLS: A DEFENSE DEVELOPMENT

HERE'S something on one of the first developments in yacht equipment to come out of the Defense program: The Panish Control System for Reverse Gears and Throttles. It's being used on the fleet of forty 83′ Coast Guard cutters being built by Wheeler. We've seen it in action and it strikes us as something which will be a boon to every gasoline or Diesel-powered craft in the Navy, the Coast Guard, the Army, and the commercial and yacht field. E. J. Panish, the inventor, has done so much and done it so well that everyone who has ever considered something more than manual power for his reverse gear controls will want to look into the Panish equipment. We'll even go further and say that it opens up the possibility of using controls to a whole host of owners of smaller craft.

Panish, an old Navy man, worked out the essentials and many of the details of the system several years ago and put them to work on his own cruiser. The Coast Guard heard about them, and started the ball rolling by calling Panish down to Washington. In a very few weeks, he was in production on equipment for the Wheeler cutters.

Some of the advantages of this electro-mechanical control system are, briefly, as follows: 1) Only one lever is required for each engine at each control station. This lever controls both the throttle and the reverse gear. 2) It is impossible for the throttle to be opened above idling speed until the clutch has been engaged. 3) Engagement is instantaneous (1/5 second) and positive (you see it, you feel it, and you hear it). 4) The engaging mechanism applies just the force necessary to engage the clutch and no more. 5) The angle through which the reverse gear lever swings makes no difference — even if it changes in operation no adjustment is necessary. 6) As soon as the clutch has been engaged in ahead position, electric current ceases flowing through the control station so there is no interference with the compass. 7) Instantaneous hand operation in emergency is provided for.

The reverse gear control employs no limit switches, slip clutches, over-load clutches, solenoid brakes, time fuses or other current limiting devices. The heart and secret of the mechanism is a spring which delivers to the operating shaft of the reverse gear any predetermined torque within the range for which it is designed. There is an electric motor but its only function is to compress this spring which is arranged to do the work of engaging the clutch by suitable gearing.

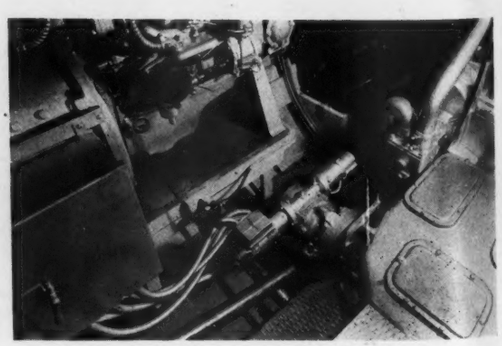
Since the torque output of the mechanism is limited to the maximum torque which may safely be applied to the operating shaft of the reverse gear in question, full overload protection is provided for both the gear and the control. At the same time the troublesome effects of motor armature momentum have been entirely eliminated. A complete description of the workings of the unit is, unfortunately, beyond the range of this article.

The size and type of spring controls the amount of torque applied to the shaft of the reverse gear. By using various springs the same mechanism can control everything from the big gears in the cutter's Sterling Viking engines requiring some 1250 foot pounds of torque down to engines of 100 horsepower and less. On any one unit, however, the torque setting, once established, cannot be changed by either wear, frequency of operation, long periods of idleness, or meddling "engineers". Authorized persons, however, can change the torque output in about ten minutes.

Due to the absence of limit switches no adjustment of any kind is needed or provided for the end positions of ahead or astern. Yet the clutch will positively be engaged regardless of how small or how large the operating angle of the reverse gear shaft may be. Also, any wear or readjustment of the reverse gear tending to change its operating angle are automatically taken care of by the mechanism.

As soon as the control unit has moved the reverse gear into either ahead or astern position the torque applied to the operating shaft of the reverse gear is positively and automatically removed and thus the thrust bearing of the reverse gear yoke cannot wear or be burned out. It is also significant that in releasing the thrust load neither the motor and gearing of the control unit nor any part of the reverse gear mechanism are moved backwards to any degree and any accidental disengagement on critical toggle settings is impossible.

The neutral or stop position of the reverse gear is positively established by means of an external roller lock which is effective in both power and hand operation. When going into neutral from either ahead or astern, full motor



Left — Inside the deckhouse of one of the new 83′ cutters built by Wheeler for the Coast Guard. At the right of the binnacle is the Panish control station. A single lever controls both throttle and reverse gear. Right — The comparatively small mechanism shown at the center of this picture supplies the 1250 foot pounds of torque necessary to engage the reverse gear on the Coast Guard cutters' big Sterling Viking engines

torque is applied in order to positively disengage the engine from the propeller. The controlled torque mechanism is in this case automatically made ineffective.

One of the important features of the unit is the ease with which emergency manual operation can take over. Merely switch off the electrical control circuits and grab the hand lever, that's all there is to it. There's nothing to be uncoupled and the motor and gearing disengage automatically.

The control unit is mounted on the side of the reverse gear housing and therefore does not interfere with access to the gear at any time. In fact this is one control which actually assists in adjusting the reverse gear, for should it be over-adjusted the automatically controlled torque of the control unit will refuse to operate the gear by power and thus save it from damage. Both the gear and the control unit are protected against overload at any point of the operating angle.

The speed of operation, that is, the time required to go from neutral to ahead or neutral to astern may be but one fifth of a second and operation from full ahead to full astern or vice versa will not exceed one second. Normally, it may safely be assumed, the Panish unit will operate the reverse gear much faster than it can be done by hand. Clutch wear due to slipping and slow engagement is definitely eliminated.

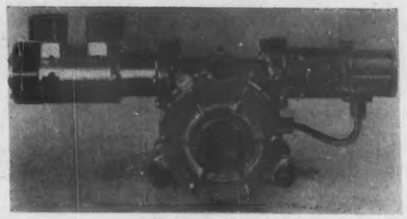
The unit may be furnished for any voltage, 6, 12, 24, 32, or 110. On the Coast Guard 83-footers the Panish controls operate on 12 volts and deliver a torque of 500 foot pounds. The current consumption is 80 amps for less than one second. It is impossible to stall the motor across the battery.

The control station on the bridge has several highly desirable features which also contribute to making the whole system foolproof. There is only one lever for each engine. This controls the throttle by means of a direct connected Push and Pull cable. It also controls three electrical contacts for neutral, ahead, and astern. Pushing the control lever forward first causes the reverse gear to be engaged for ahead operation without opening the throttle. The lever cannot be moved to open the throttle until the reverse gear is fully engaged. This is accomplished by a mechanical latching mechanism which in turn is electrically governed by the actual position of the reverse gear. No amount of pressure can overcome the interlock until the clutch is engaged. There are two latches, one for astern and one for ahead, but only the one which controls the direction in which the control lever is moved will open. This feature prevents the operator from running through the switch should he mistakingly start the vessel or the engine in the wrong direction. Both control levers are arranged for simultaneous "Single Hand" operation in any direction.

Each twin lever control station is equipped with two master control switches which control all electrical circuits in the system. Furthermore, each control station is equipped with two automatically operated control switches which cut out the entire control circuit when the control levers are operating within the ahead throttle range. This eliminates all magnetic interference between the solenoids and the compass.

The Coast Guard 83-footers have separate control stations on the bridge and in the deckhouse. Only one of these can be operated at a time, however, with the master control boxes cutting one station out as the other is cut in. The master control boxes can only be operated when everything is at "Stop" at the two control pedestals. Both the mechanical throttle connections and the electrical control circuits are switched over by one single lever.

The maneuverability of these big 83-foot cutters is truly astounding. The foolproof operation of the Panish System and the fact that the pilot can operate both engines entirely by feel with finger-tip control and instant response of the clutches, result in maneuvering qualities which heretofore have not been possible. BEACHCOMBER

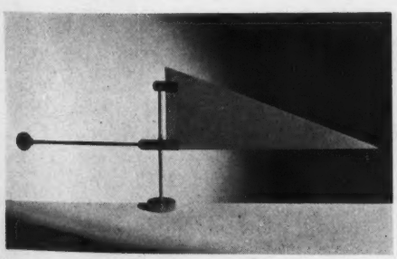


Above — The heart of the Panish control system which applies just the force necessary to engage the clutch and no more, and does not have to be readjusted to compensate for changes in angle of throw. Below — The control station for a twin engine installation. You see, hear, and feel the clutch engage. It may be installed on an open bridge without fear of damage by the weather.

WINDETECTOR II

HERE's the latest thing in masthead wind direction indicators: the Windetector II. It's a 1942 version in more than one way for not only is it colorful, attractive and efficient, but also it is made largely of a new weather resistant plastic and thus conserves the brass and aluminum usually used, for more important work.

Both the vane and its counterbalance are made of the new light plastic material in a



brilliant, easily seen red color. The staff is Tobin Bronze and the whole is balanced on a sensitive ball bearing. Each instrument is individually balanced and tested. The length over all is 14½ inches, the height 6 inches, and the diameter of the base is 1⅛ inches. All told it weighs only one and one-half ounces, and thus has virtually no effect on the stability of even as small a boat as a sailing dinghy.

Windetector II is made by Lauren and Lauren, 235 East Superior St., Chicago. The price is $2.95.

AQUA-CLEAR: FOR WEARY WATER TANKS

HERE's a new product which makes its appearance just in time to dispel some of the worries of boat owners whose water tanks have begun to rust and may be wondering how they can get along without the new ones they ought to have but can't get. It's called Aqua-Clear and was developed for the specific purpose of preventing rust and clearing out any which has already formed.

The product is a clear, tasteless, and harmless liquid which is added in minute quantities to the filled tanks. To prevent rust, add one teaspoon of Aqua-Clear to 20 gallons of water. Larger quantities are required for the removal of rust. It deposits a thin, non-permanent film on the metal surfaces, but does not build up to form a scale which would restrict the flow in small diameter pipes. The film can be maintained, however, by adding Aqua-Clear each time water goes into the tank. It not only gives clear water but also stops further deterioration.

Full information on Aqua-Clear may be obtained from the makers, Sudbury Laboratory, South Sudbury, Massachusetts.

VITABUOY: A LIFE PRESERVER COAT

THIS one is an excellent example of the kind of thing we all wonder why we didn't think of ourselves. It's the Vitabuoy, a combination of waterproof greatcoat and life preserver. It is made in England and has been adopted by the British Admiralty and Air Ministry for

Naval and Air Force officers. Abercrombie & Fitch have managed to secure a few for use over here.

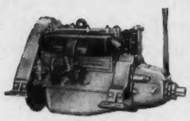
It is made of twofold heavy Egyptian cotton gabardine, triple proofed (said to be as near rubberization as it is possible to get). The coat is lined with a material called Tropal woven from kapok which contains a conglomeration of air-filled cells making it four times lighter than wool. It is also considerably warmer, weight for weight, than wool or any other clothing material. The lining is distributed and anchored inside the coat so that it acts as a life preserver and will support the wearer in water for at least 72 hours. It is, of course, thicker than a Navy pea jacket but weighs less and is not uncomfortably bulky.

New Life for GRAY MARINE Gasoline

ABOVE: The powerful SIX-121 (gasoline) with built-in fresh water cooling system and 5:1 Reduction Gear shows typical Gray compactness and accessibility.

25 Models — 10 to 175 H.P.
6 Reduction Gear Ratios: 1.5:1, 2:1, 2.5:1, 3:1, 3.5:1, 5:1

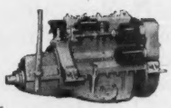
Medium and Heavy Duty Engines for Cruisers, Workboats, and Auxiliaries . . .



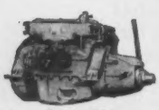
Light Four
69 cu. in.
7–16 H.P.

Sea Scout
91 cu. in.
9–37 H.P.

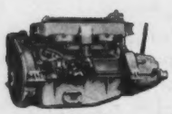
Four—22
112 cu. in.
12–45 H.P.



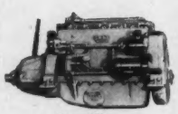
Four—40
140 cu. in.
15–55 H.P.



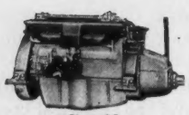
Four—52
162 cu. in.
18–57 H.P.



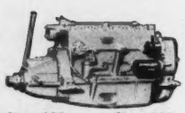
Six—51
200 cu. in.
19–71 H.P.



Six—71
218 cu. in.
22—84 H.P.



Six—91
244 cu. in.
33–100 H.P.

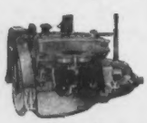


Six—101 Six—121
290 and 330 cu. in.
30–124 H.P.

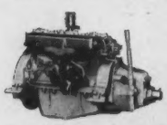
Super Six
330 cu. in.
80–145 H.P.

Gray Vee-Drive Gear
3 ratios, 1:1, 1.36:1, 1.73:1.
Port or Starboard

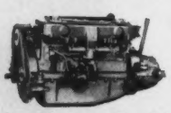
Phantom Series of High Speed Motors for Fast Boats



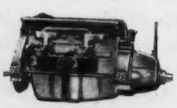
Four—45
91 cu. in.
45 H.P.



Four—62 Four—75
140 and 162 cu. in.
62–75–86 H.P.



Six—90 Six—103
218 cu. in.
90 and 103 H.P.



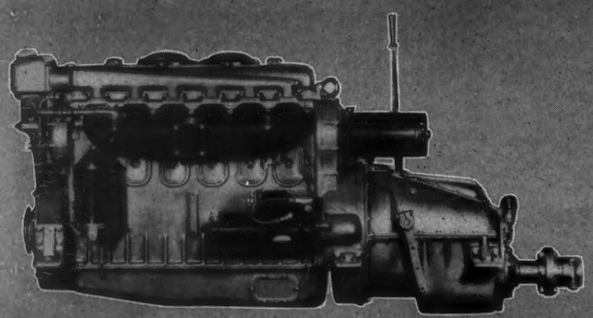
Six—125
244 cu. in.
125 H.P.

Fireball Sixes
244 cu. in. 4000 r.p.m.
140–150–160 H.P.

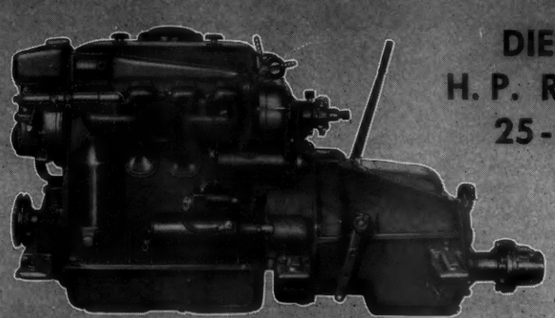
Racing Motors

91 Cu. In.
100 " "
218 " "
225 " "
244 " "

GRAY MARINE DIESELS ARE
Complete Standardization + Versatility



SIX CYLINDER — 165 H.P.

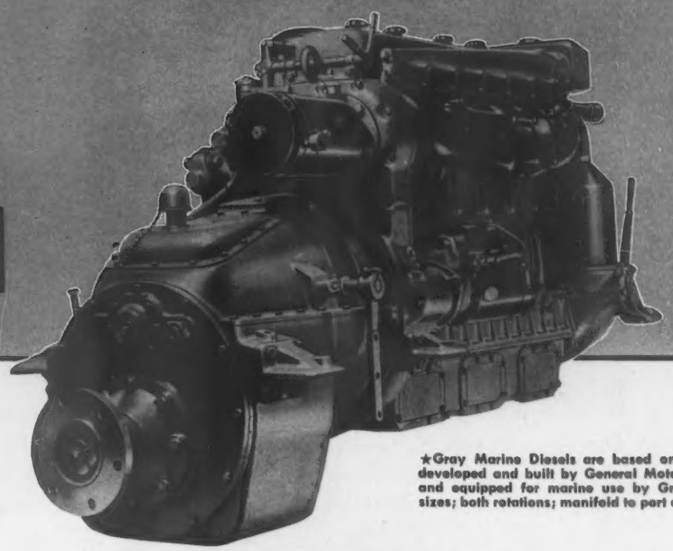


FOUR CYLINDER — 110 H.P.

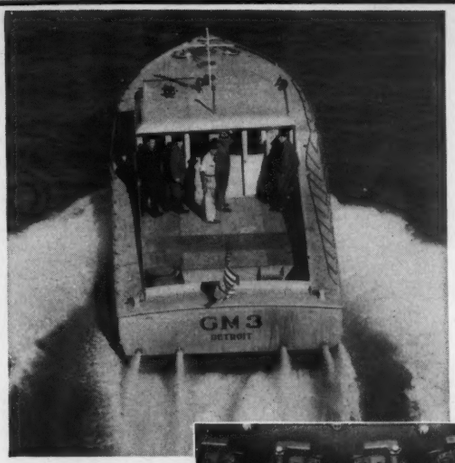
DIESEL H. P. RANGE 25-165

Boats! MOTORS and Diesel

BELOW: 6-cylinder 165 h.p. Gray Marine Diesel with extra-capacity 4.4:1 reduction gear, for handling large sustained loads at propeller speeds of 300-400 r.p.m. One of these drives a heavy 60'-80' Work Boat at 8 to 11 knots. A pair of them drive a 100-footer at speeds up to 12 knots.



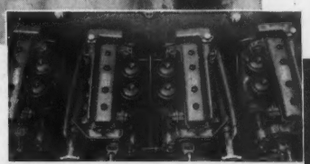
★Gray Marine Diesels are based on the Engine developed and built by General Motors, adapted and equipped for marine use by Gray. 5 basic sizes; both rotations; manifold to port or starboard.



GRAY'S 1942 DIESEL TEST BOAT

GRAY

GRAY MARINE MOTOR CO.
656 Canton Ave., Detroit, Mich.



Fastest Diesel Powered Boat†

ABOVE: Fast 53-foot Utility Hull, powered by four of the 6-cylinder high-output Gray Marine Diesels, a good example of the same pioneering and development work that has made Gray Marine gasoline and Diesel engines outstanding for performance, smoothness and consistency.

† Launched October 1941: So far as we can learn this is the fastest Diesel powered boat ever produced in America.

Information for Boat Owners

The last edition of Gray Technical Bulletins was received with so much appreciation that we are offering this series again. The subjects covered are of current interest to Boat Owners, at a time when savings and conservation are uppermost. Simply send a 3-cent stamp to cover mailing, and check numbers wanted:

No. 131—Rubber Mountings
No. 207—Starting the New Motor
No. 247—Overhauling after Submersion in Salt Water
No. 288—High Altitude Operation
No. 289—Oil Pressure
No. 347—Water Intake Line
No. 358—Oil Filters? Yes! No!
No. 353—Operating Temperature and Efficiency
No. 363—Insulation and Sound Proofing
No. 395—Auxiliary Installations
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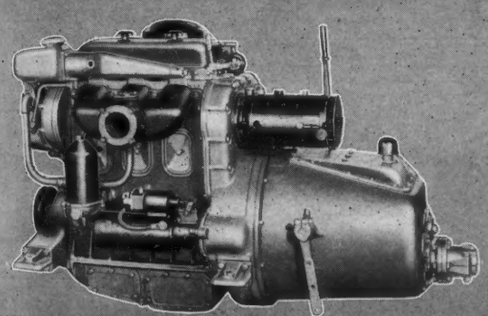
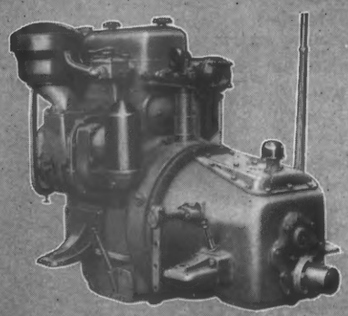
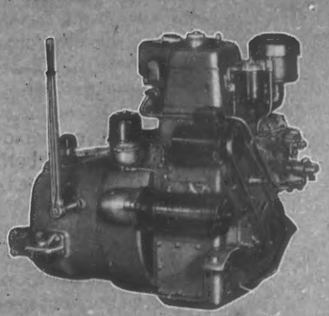


THREE CYLINDER — 82 H.P.



TWO CYLINDER — 55 H.P.



ONE CYLINDER — 25 H.P.

Distribution Box Boats, 64' long, built for the Army's mine laying activities by many builders in various parts of the country. Many thousands of square feet of the U.S. Plywood Corporation's Marine Weldwood have gone into these boats and other defense craft

WELDWOOD, BY UNITED STATES PLYWOOD

▶ To the willingness of the American designers, builders and yachtsmen to pioneer a new material is due the credit for much of the speed which now characterizes our defense effort. Four years ago, "Weldwood" waterproof plywood was introduced to the public and was taken up at once by the yachting fraternity, quick to see its advantages for bulkheads, panels, cabin roofs and even planking. Thousands of boats, from tiny prams to palatial yachts, have made use of this material. From this experience, a background of technical data was accumulated which enabled the Navy and the Coast Guard to specify "Weldwood." To the designer, this means lighter and stronger construction; to the shipyard, it means speed and the opportunity to use semi-skilled workmen — a godsend, since the supply of skilled shipbuilders is all too small in times like these. "Chips" is still doing a grand job of building but much of the routine stuff is taken off his expert hands.

KENYON IS WELL STOCKED

▶ The Kenyon Instrument Company, of Huntington, L. I., is better equipped this year than at any time to meet the requirements of yachtsmen for its three groups of instruments. The first group comprises the Kenyon Marine Speedometer, used in most of the leading cruising and racing yachts; the Marine Speedometer log, which indicates both speed and distance; and the Davis Type Speedometer for smaller sailing craft.

Kenyon weather instruments include: The Marine Barometer, an attractive and extraordinarily sensitive instrument; the Kenyon Anemometer, available in both terrestrial and marine types, both of which have recently been redesigned and improved; and the Bruehl Type Wind Direction Indicator.

Kenyon navigation instruments include the Kenyon Calculator, which contains in one handy unit a course protractor, a distance measurer, and speed, distance and time tables. There is also the Kenyon Tack Composer, which shows graphically the comparative distances to the objective when sailing at various angles to the wind. Finally, there is the Bruehl Course Protractor, one of the finest obtainable.

INTERNATIONAL NICKEL PRODUCTS

▶ The strategic position of the products of this company render practically impossible their use by yachtsmen for the duration. Monel Metal shafts are driving the Navy's fast PT's and other small craft; Monel bolts hold down their powerful motors and Monel tanks are used for their fuel and water. Struts, rudders, tangs and anchors of Monel are in the Navy now, and the new "Anchorfast" Monel nails are doing their bit to keep 'em floating. The Navy demands the best of everything for its ships, and the well known qualities of strength, hardness and resistance to corrosion of Monel Metal meets the test.

PLYMOUTH OFFERS MANILA SUBSTITUTES

▶ To meet government regulations restricting the sale of Manila rope to commercial and defense interests only, the Plymouth Cordage Company is now manufacturing rope for pleasure boat use from several substitute materials.

Although further modifications may be necessary, at present three types of rope are being manufactured by the Company. Leading the choice for yacht use is the 50/50 Brand, composed of half Manila and half sisal fiber. The tensile strength of this rope is approximately 75 per cent of that of the Ship Brand Manila formerly available. Other brands are Java Rope, made from 100 per cent sisal, and Puritan Rope, made from Mexican henequen.

Aside from a sacrifice in appearance and handling qualities, these emergency ropes will give reasonable service and satisfaction but cannot be compared with cordage of the high standards formerly enjoyed.

EDISON ELECTRIC MARINE RANGES

▶ An electric range for marine use, adaptable to smaller vessels and yachts or motor cruisers, has recently been brought out by the Edison Appliance Company of General Electric. This will be of interest to boat owners with sufficient battery or generator equipment to supply current for cooking.

Called the Hotpoint and designed particularly for use in naval units, over 500 of the larger heavy duty ranges are being installed in Navy ships. A smaller and more compact range for use in quarters where space is at a premium is the R 180 model.

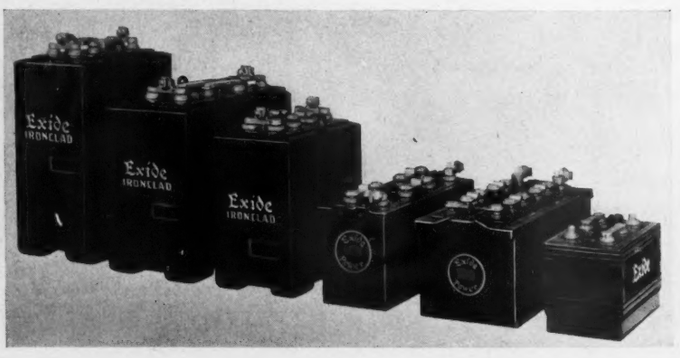
The latest range, for yacht use, is the R 179, 115 volt dc. This is equipped with six high speed units, oven, and has regulation racks on top to keep pots and pans in place. Fry kettles and griddles, taking up but little space, have been developed for marine use.

One of the smaller Edison Hotpoint electric marine ranges. This one is less than 20" wide

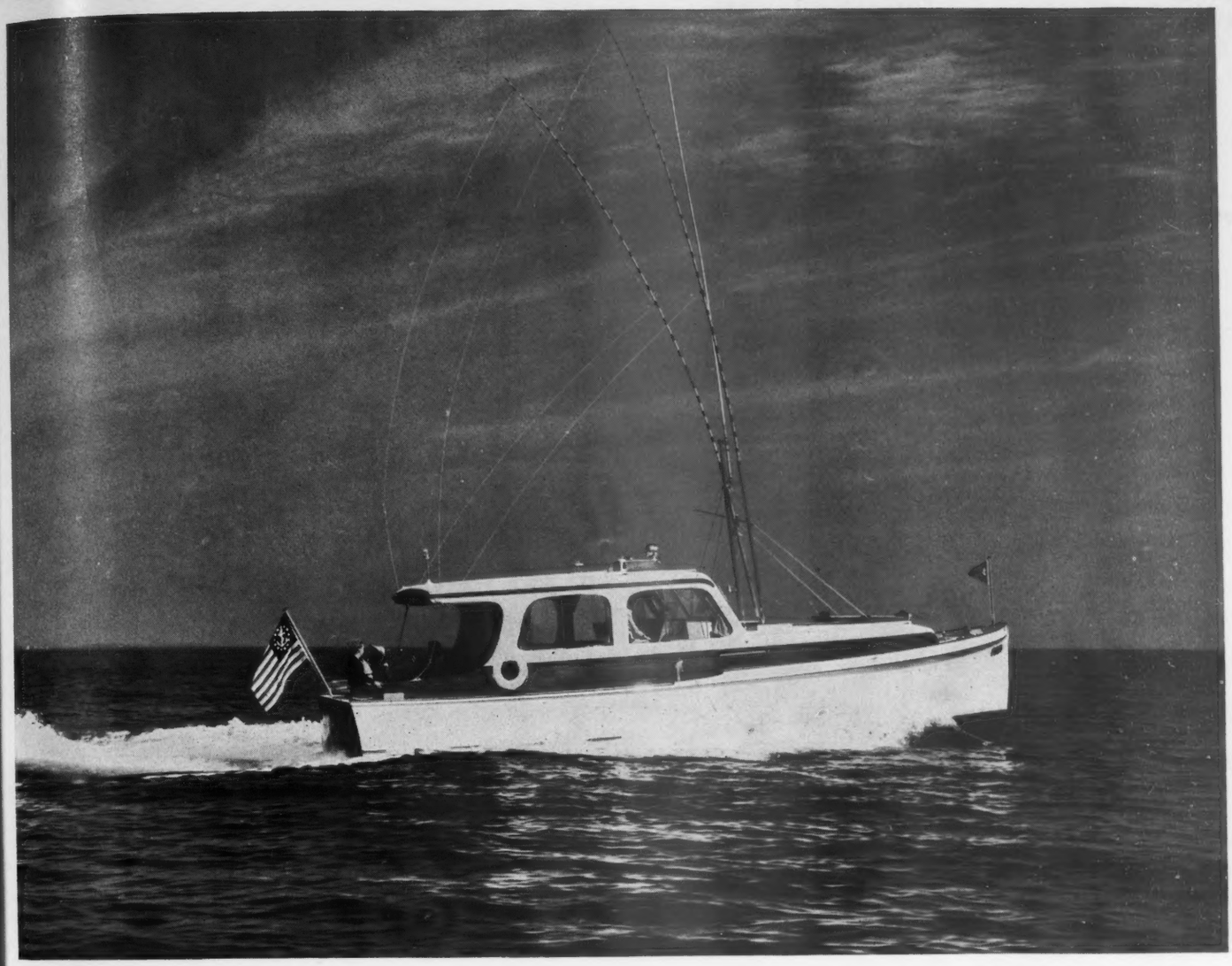
YACHT INSURANCE BY ATLANTIC

▶ If your great granddad was a seafaring man, he knew the Atlantic Mutual Insurance Company, chartered in 1842. A marine in-

(Continued on page 179)



A group of various types and sizes of Exide Marine Batteries



LET'S FACE THE FACTS . . .

The "38" De Luxe Sedan shown above is considered the most popular model we have built in years. It has everything —crew quarters—hot and cold water—shower room—berths for 5 or 6 in owner's party—large screened and enclosed deck-house—a roomy aft cockpit for fishing. This model can be completely equipped with special Matthews fishing gear as shown and leaves nothing to be desired as a cruising-fishing model.

SINCE "ALL-OUT" WAR is here, there is greater need than ever before for ships and more ships – for picket boats and fast, modern combat ships.

Matthews has been busily engaged in this program for several months. We frankly don't know how long the program will continue. Meanwhile we welcome your inquiry and hope you will bear with us during this emergency.

As soon as the job at hand is successfully disposed of, we'll be at your service again ready to build that cruiser you have always wanted.

THE MATTHEWS CO.
314 BAYSIDE • PORT CLINTON, OHIO
***In Florida*—Matthews Cruisers, Inc., 48 Columbus Hotel Arcade, Miami**

MATTHEWS
★ 34' · 38' · 46' · 50' ★
STOCK CRUISERS

"Wherever you cruise . . . you'll find a Matthews"

Everdur hull fastenings help keep Coast Guard and "PT" boats tight and secure against the sea. Sheet Everdur is also extensively used for fuel tanks and non-magnetic pilot house construction in Coast Guard boats.

Everdur

HELPS TOUGHEN THE SINEWS OF OUR WAR EFFORT

BOAT OWNERS . . . and the architects, builders and yards who serve them . . . have long been familiar with Everdur* Metal as a high-strength, extremely tough and rustproof copper-silicon alloy. They have learned, by experience that they can depend on Everdur fastenings and fittings to make boats last longer.

You boating enthusiasts can therefore well see why today America's war program is using Everdur Metal in so many ways—a few of which are described on these pages.

The urgent need for Everdur is just one instance of the vital role which copper and its alloys are playing in the whole war effort.

Tremendous quantities of brass are being converted into ammunition. Immediate result: a shortage of brass for running lights, rub-rails or binnacles on pleasure craft. The same is true of other familiar boating metals like Tobin Bronze* and Tempaloy* shafting... and Anaconda Copper for piping and tanks.

But, despite this temporary sacrifice on your part, one thing remains clear to all of us: Everdur and all other Anaconda Metals are being used to everyone's advantage in a unified war effort. The faster this job is done, the faster will these metals return for constructive peacetime use. And our plants are working night and day—doing their part to bring victory closer and closer.

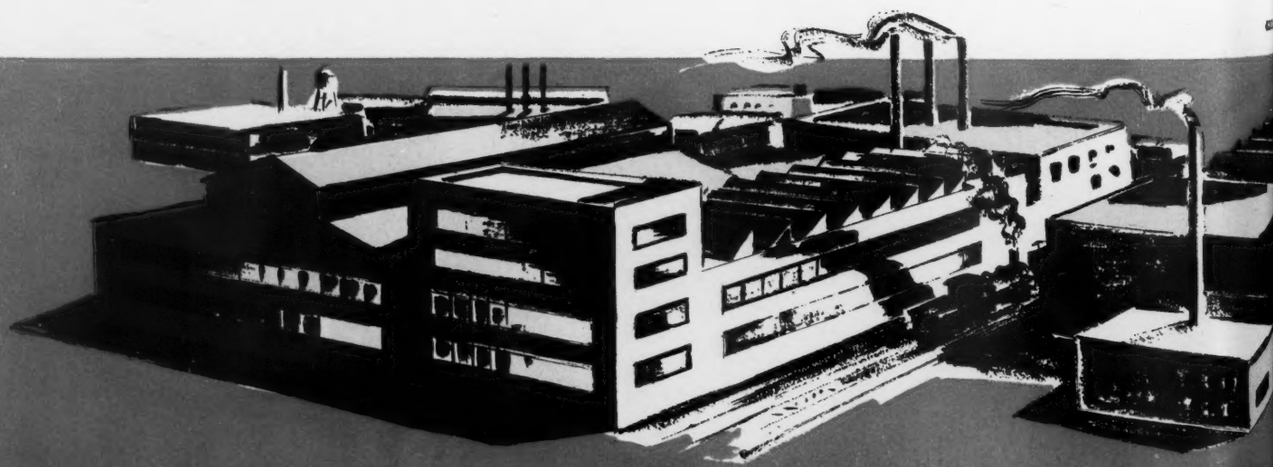
*Reg. U. S. Pat. Off.

ANACONDA
from m[illegible]sumer
REG. U.S. PAT. OFF.

THE AMERICAN BRASS COMPANY • General Offices: Waterbury, Conn.

Subsidiary of Anaconda Copper Mining Company

In Canada: ANACONDA AMERICAN BRASS LTD., New Toronto, Ont.



Because of its high strength and high endurance limit, annealed Everdur 1010 tube is being used for aircraft gas and oil lines, as well as high pressure hydraulic lines.

The American Brass Company's job today is to employ its vast, modern productive equipment for the most effective cooperation in the war program. The better we do this job, the sooner these familiar products will again be available for any and all boating needs:

EVERDUR FASTENINGS . . . combine toughness with high tensile strength; are highly resistant to corrosion. For these reasons, naval architects and boatbuilders agree that Everdur is the ideal fastening material.

TOBIN BRONZE AND TEMPALOY . . . shafting for every purpose. Since 1885 Tobin Bronze has been recognized as the most economical all-purpose shafting. Tempaloy, with unusual resistance to shock, is ideal for high speed, heavy duty work.

ANACONDA BRASS . . . long known for shipshape metal work. Brass is rustproof, durable, and easy to fabricate. Where a plated finish is desired, brass is a most economical base metal for long-lasting good appearance.

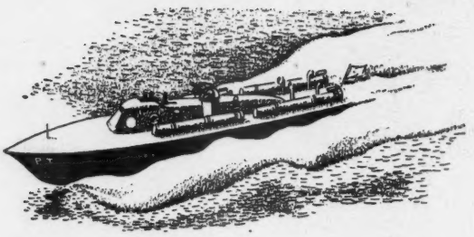
ANACONDA COPPER . . . the favorite for low cost, non-rust piping aboard ship—flexible, easily installed, neat and trim. And copper is time-honored for constructing water tanks, gasoline tanks, as well as galley sinks and well linings.

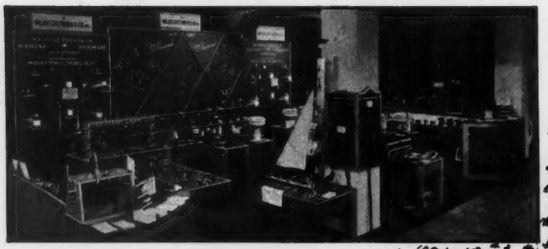
These Anaconda Metals do make boats last longer. So make sure that, when they are once again available, the boat you will build or buy has their protection at the vulnerable points. Then, you'll enjoy more miles of carefree cruising.

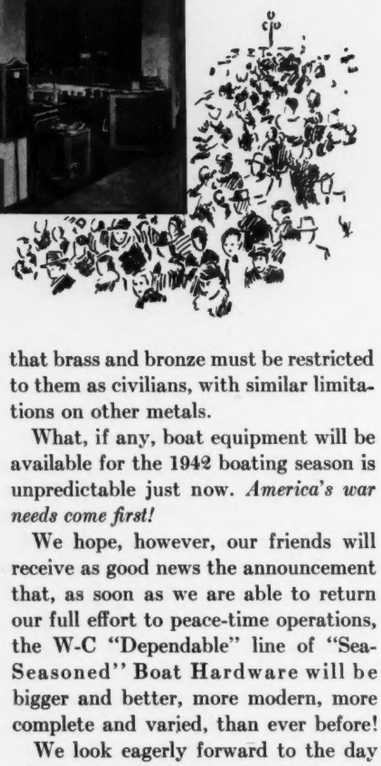
At sea, strong, tough, corrosion-resistant Everdur Metal is used to reinforce mine sweeper hulls, as tanks in submarines, and for elevator and control apparatus for battleship gun mounts.

Process equipment for the manufacture of chemicals and powder is fabricated from easy-to-weld, non-rust Everdur Metal—as are hot water storage heaters at many of the Army camps.

"We've been *through* Other Wars!"







Our 1942 "BOOTH" Comes to You on the Printed Page!

FOR the first time in many years, we will miss welcoming our friends to the Wilcox-Crittenden Booth at the Motor Boat Show. We'll miss the yarns of many boat owners who seek new ways of making old boats up-to-date and comfortable—new boats safe and seaworthy! We'll miss the tide of good fellowship which floods Grand Central when the boating industry entertains the public that it serves!

We cannot invite you to enter our Booth this year, so we ask that you enter the spirit of this advertisement for a few moments, and learn what Wilcox-Crittenden is contributing to National Defense!

"Doing Our Bit" for VICTORY

It's no news that metals have been demanded for building an American two-ocean Navy—for the tanks, the guns, the mechanized equipment of our Army—for the lease-lend requirements of democracy! It's no news to boat owners that brass and bronze must be restricted to them as civilians, with similar limitations on other metals.

What, if any, boat equipment will be available for the 1942 boating season is unpredictable just now. *America's war needs come first!*

We hope, however, our friends will receive as good news the announcement that, as soon as we are able to return our full effort to peace-time operations, the W-C "Dependable" line of "Sea-Seasoned" Boat Hardware will be bigger and better, more modern, more complete and varied, than ever before!

We look eagerly forward to the day when we can show you some of the *new* items which we had scheduled for production at this time—*improved* W-C motor and sailboat gadgets and fittings! Our orders are "full speed ahead" for National Defense—but we will NOT "rest on our oars" in the planning of new surprises for American boat owners!

Today we're in the fight for Freedom of the Seas and the right of any American to sail into any port, anywhere! But the war will end . . . and meanwhile we will do everything possible (through changes and substitutes) to supply your ESSENTIAL needs!

A Proud Page of History

Yes, the war will end! And peace will see Wilcox-Crittenden a stronger organization serving a greater and more powerful United States of America. A brief glance at our own history shows that Wilcox-Crittenden served this Country in the War of 1865—in the War with Spain—and in World War I. And now, W-C facilities are being devoted once more to the manufacture of vital equipment in coöperation with the U. S. Navy and the Maritime Commission.

This narrows our regular line of service to *the absolute essentials of civilian use.* Nevertheless, we are proud to unite with other manufacturers in a concentrated effort to produce in the shortest possible time that tremendous volume of war materials which will speedily eliminate the aggressor nations! And we feel a special comradeship with all those patriotic boat owners who are so gallantly making their own sacrifices! In this way, we Americans will more quickly return to our normal form of relaxation—*Boating!*

WILCOX, CRITTENDEN & CO., INC.

ESTABLISHED 1847

10 South Main Street, Middletown, Connecticut

SANDS

DEPENDABLE

BOOKS FOR THE YACHTSMAN'S LIBRARY

YANKEE STARGAZER

The Life of Nathaniel Bowditch

By Robert Elton Berry

(Whittlesey House, New York, $2.50)

▶ Every sailorman, every navigator, counts Bowditch his best friend. Bowditch's name is impressed on his memory as prominently as it is on the cover of the "Practical Navigator," known as the seaman's Bible. Yet the average sailor knows Bowditch only as an early and prominent American navigator, and is familiar with but little of his life and of the place he occupied in American science.

It is true that there have been several books published on the Great Navigator. Some of these have been sketchy in character or fanciful in treatment. None, to our way of thinking, has been as satisfying, as authoritative, or has made Bowditch seem as real as "Yankee Stargazer." In his handling of his material the author has made Bowditch a living person, modest, efficient on board ship, human. To get his material, Mr. Berry has gone to great pains to go to the source of all factual information about the navigator and, in addition, he has had access to many of Bowditch's letters and the personal logs he kept of all his voyages. Nothing is included that is not factual.

▶ Young Bowditch, coming of a family low in the financial scale, taught himself mathematics. When he was about eighteen years of age, and while still working as an apprentice to a Salem ship chandler, he came across a copy of Newton's "Principia," and taught himself Latin so that he could read the work. It was not until he was twenty-one that he went to sea, at the close of his apprenticeship, as a ship's clerk in one of Elias Haskett Derby's ships. The voyage took him to the Indian Ocean. Here was a chance to put into practice his knowledge of navigation, and to perfect it. It was on this, or the succeeding voyage, that he thought out a new and shorter method of taking lunars, then (in the absence of chronometers) the only method of obtaining longitude.

It was on a later voyage to Manila that Bowditch wrote and prepared his life's work, the "American Practical Navigator," which was to carry his name. In the course of this work, he checked all the tables in the "British Practical Navigator" and in doing so found 8000 errors in the tables of that work — errors that had accounted for the loss of many ships.

Though he was a student, Bowditch was also a good seaman (he was in command on his last voyage) and took excellent care of the ship's business. When ashore, he enjoyed the strange sights (although in a different way) as much as the seamen. Many of the seamen on his own ship were taught navigation by him.

▶ It is a grand story, this tale of the Great Navigator, and one very much worth telling. Every real sailor will want to read it, and have it in his library.

H. L. S.

FORGOTTEN WATERS

By Randolph Leigh

(J. B. Lippincott Co., Philadelphia, $3.50)

▶ While Randolph Leigh, foreign correspondent for the "Washington Star," was poking among old records in Seville in 1935, he became convinced that "one of the most dazzling and least known regions of this hemisphere is right at our back door." Within the Gulf of California itself are the best fishing grounds on the North American continent. Into the Gulf flow eleven streams whose sands are heavy with gold. The 800-mile long peninsula of Baja California contains important deposits of manganese, copper, gold, silver and tungsten. Pearls are abundant and near by are some of the best timber lands in Mexico. Yet the region is sparsely settled and undeveloped. Some of it, indeed, is unexplored.

In the autumn of 1940, Mr. Leigh bought the 35-ton schooner *Lascar II* and set sail with his wife and a crew of five to investigate as many as possible of the tantalizing rumors he had heard. They traveled, along the coast and inland, about 10,400 miles. By small boat they dared the terrific tidal bore of the upper Gulf to examine the delta of the Colorado. They found hazardous sailing conditions, due to the velocity of tidal currents, the absence of swells or breakers to mark isolated dangers, and the unusual tide range — at one anchorage they marked a rise of 37 feet.

▶ There were other adventures. Their encounter with El Cordonazo, "the lash," one of the blasting local hurricanes which struck them at the mouth of the Yaqui River on the Sonora side; or their fight with the 3800-pound Mobula they harpooned in Magdalena Bay. In the main, however, "Forgotten Waters" is not a collection of the usual sailing adventures and/or travel descriptions. Randolph Leigh has an inquiring scientific mind and a rich fund of information upon the most varied subjects. The real meat of his book — and a honey it is!—lies in his fact-finding excursions and side trips into natural history.

No review can do more than feebly suggest the range of material covered by his curiosity. He provides, for instance, an absorbing discussion of a question raised recently when two English seamen, survivors of the torpedoed merchantman *Anglo-Saxon*, reached the Bahamas after a 70-day voyage in an open boat. "Must men die of thirst at sea?" He cites the case of an Indian marooned on an island in Ceralbo Channel who survived for eight weeks without fresh water — apparently by almost constant immersion in salt water and by eating plankton strained out of the sea with his silk shirt. Raising at least the possibility that all lifeboats should include a plankton net in their equipment.

Of particular importance for the future is the problem of the Colorado delta. The rich Imperial Valley, below sea level, is protected from the waters of the Gulf by a silt barrier deposited by the Colorado River. The operation of Boulder Dam has reversed this age-long process and now the fierce Gulf tides are eating away the soft silt of the barrier. While Mr. Leigh does not regard a break-through as imminent, he does consider that some new and acute emergencies have been created. "Should we," he asks, for this reason and as an investment in natural resources, "attempt to buy the peninsula from Mexico?"

M. W.

CHESAPEAKE BAY BUGEYES

By M. V. Brewington

(The Mariners' Museum, Newport News, Virginia, $3.00)

▶ In this new book, listed as Museum Publication No. 8, the author traces the history and development of these picturesque craft from their origin which, readers may be surprised to learn, is not as early as is commonly supposed. Though stemming from earlier craft, the true bugeye dates from about 1865. The first bugeyes had log bottoms, hewn out of several timbers, and framed and planked topsides. The later ones, framed like ordinary boats, retained the bugeye model which had been found so suitable for work on the Bay's oyster beds. They are all double-enders and the lack of deck room aft was overcome by the "patent stern," of which the patent office drawings are shown.

Mr. Brewington gives details of construction, deck layout, fittings and rigging gadgets, in drawings or clear photographs. In fact, the book is profusely illustrated with photographs and drawings, there being a number of double-page drawings of the lines and sail plans of representative boats.

Yachtsmen who have seen or heard of the bugeye will enjoy the book and marine archaeologists will be delighted with it.

HANDWORK IN WOOD

By William Noyes and A. F. Siepert

(The Manual Arts Press, Peoria, Ill., $3.00)

▶ Yachtsmen who like to do their own joinerwork will find this book well worth reading. It starts with a detailed description of lumbering operations, from the logging camp to sawing up the log in the mill, and shows the different methods of cutting to arrive at "Quarter sawn," "comb grain," and so on. Characteristics of many kinds of wood are discussed in some detail and their most suitable uses are suggested.

Several chapters are devoted to hand tools, their care and use, and to the many kinds of joints used in woodworking, from bridge building to the meticulous joinerwork of the expert cabinetmaker. The construction of drawers, doors, panels, miters, etc., is well illustrated and described so that the reader comes away with a thorough understanding of the technique involved. There is a brief but excellent chapter on wood finishing.

Originally written by William Noyes, Assistant Professor of Industrial Arts, Teachers' College, in 1910, the text has been brought down to date by Alfred F. Siepert, Dean of Education, Bradley Polytechnic Institute. Profusely illustrated by the wife of the author, this little book is recommended reading for the man interested in working in wood.

After 12 years . . .
"My pair of BB-Four

RED WINGS

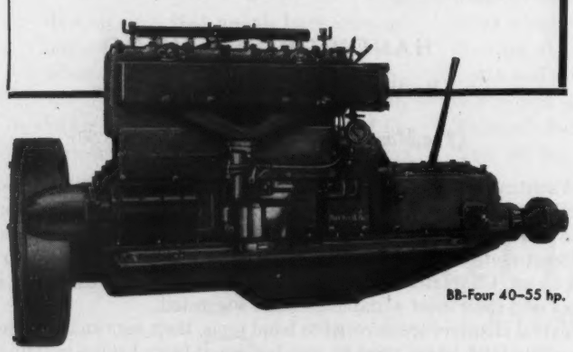
still run very smoothly"

. . . that's what George A. Bridges of Providence, R. I. says about the twin screw BB-Four 40–55 hp. Red Wing Marine Engines that power his 35 ft. cruiser *Caralo* built by the Casey Boat Building Co. of Fairhaven, Mass. in 1929. And she can do, and still does, speeds to 17 m.p.h. *consistently!*

for pleasure boats or commercial craft — the "Four" with built-in durability

The BB-Four is designed for durability . . . built for durability . . . tested for durability — with a massive five-bearing, 2 9/16 in. diam. crankshaft and equally rugged parts throughout. 4-cyl., four cycle; 4½ in. bore, 6 in. stroke, 382 cu. in. 40–55 hp. Speeds to 1400 r.p.m.

20 Gasoline Models, 8 hp. to 125 hp.
Spark Diesel Types, 42 hp. to 200 hp.



BB-Four 40–55 hp.

WRITE FACTORY DIRECT FOR RECOMMENDATIONS
or see your nearest dealer

Verrier, Eddy, 201 East 12th St., New York City
W. H. Moreton Corp., 1043 Commonwealth Ave., Boston
W. E. Gochenaur Mfg. Co., 437 Arch St., Philadelphia
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RED WING *Marine* ENGINES
RED WING MOTOR CO. RED WING, MINN.

KNOWLEDGE OF WIND AND TIDE

(Continued from page 36)

surf on the ledges. That's a good way, too, but I guess you have to be born in a dory to do it.

\+ + +

Something has stuck in my crop so long that I've got to get it out. About ten years ago, I wrote an article for the "United States Naval Institute Proceedings" in which I ventured to assert (even as here and now) that tide and wind are elements that not even the navigator of a floating fortress can neglect. No doubt I was annoyingly provocative in what I wrote for a lieutenant in the Navy was moved to wager that, a couple of hours after my arrival in Bermuda at the close of an ocean race, I would have forgotten the direction of the current at the Northeast Breaker buoy.

Imagine that! Strain your imagination to the busting point if you have to. Here I've been wondering about the current north of Bermuda for hours, if not for days. I've been thinking about the wrecks of vessels on the deadly coral reefs. I've been hoping we would make our landfall by daylight so that I wouldn't have to waste a few precious minutes sailing a course wide off the Northeast Breaker buoy. And, with the greatest of good luck, we've picked up the buoy in mid-afternoon (at 3:17 precisely) and for the next forty-five minutes I've been watching it and noting with agony each successive hardening of the sheets that has been resorted to to keep us from falling down to leeward of the buoy.

Finally, we pass it close aboard our starboard beam and for many seconds I feast my eyes upon it, heaving slowly in the swell, revealing its weeds and barnacles, rendering visible with ripples the otherwise invisible grip of the tidal stream. And the lieutenant bets that within a few hours I'll have forgotten the set of that current!

My dear sir, I'll never forget it — any more than I'll forget the times I didn't come anywhere near the buoy — or the time I had neglected to provide myself with a large scale chart, and didn't care because the contour of the coral bottom inshore of that buoy had been etched in my memory by previous study of the chart.

\+ + +

Last summer Burnham Porter wrote a letter. Porter is a past rear commodore of the Cruising Club of America, co-owner with his sister of the famous cutter *Roarin Bessie*. Being blind as a bat without his glasses, he was unacceptable to the United States Naval Reserve. But, feeling that his rejection did not excuse him from the duty of fighting Germany, Porter shipped in the Royal Naval Volunteer Reserve and is on duty somewhere over there. It is not my present intention to shed encomiums on Leftenant Burnham Porter, R.N.V.R. My sole purpose is to quote from a letter in which he wrote guardedly of night raids on the invasion coast of Holland, to quote this pertinent passage:

"If you are used to easing a boat down a following wave you can be of some use, in spite of wearing glasses. So many of the super-celestial navigators know nothing about D.R. or steering a small ship in a seaway."

Well, have you thought about that, Mr. Ninety-Day Ensign? When you were unraveling the mysteries of sidereal time out at Northwestern University, did anybody take you aside and say:

"The wind piped up in your watch below and your executive officer has lost track of his position. Added to that, the quartermaster let her broach a bit in the following sea and one of the black gang opened the engine room hatch just as the crest of a wave climbed aboard. So your starboard engine is temporarily drowned out and the port engine is sicker than the engine room watch — which is plenty. What are you going to do now?"

And did you, bringing Article So-and-So of the Navy Regulations to mind, say: "I refuse to relieve the deck until the officer on watch finds out where he is?"

\+ + +

But look, Mister, there are breakers ahead. This is your first ship, your first command. You have been so bewildered learning the difference between Title B and Title X, and what to do with the speed cone when steaming in formation, that you have overlooked the fundamentals of piloting. On the way offshore this afternoon, you neglected to memorize the characteristics of the lighthouses and the lighted buoys. On your way back, you don't know whether there's any leeward place you can duck into while the black gang is drying out the ignition, changing oiled-up plugs, and turning their stomachs inside in again. You don't know the character of the bottom and you've never had any experience making up a 200-pound anchor on a slippery deck that's hopping all over like a calf in the clover. A score of lives and a hundred thousand of the taxpayers' dollars have been entrusted to your intelligence and judgment. It's too late, even, to consult the chart and piece out where you are. *You've got to do something quick!*

SAFEGUARD ENGINE EFFICIENCY

For many years Harrison Coolers have contributed to the efficiency of marine engine operation.

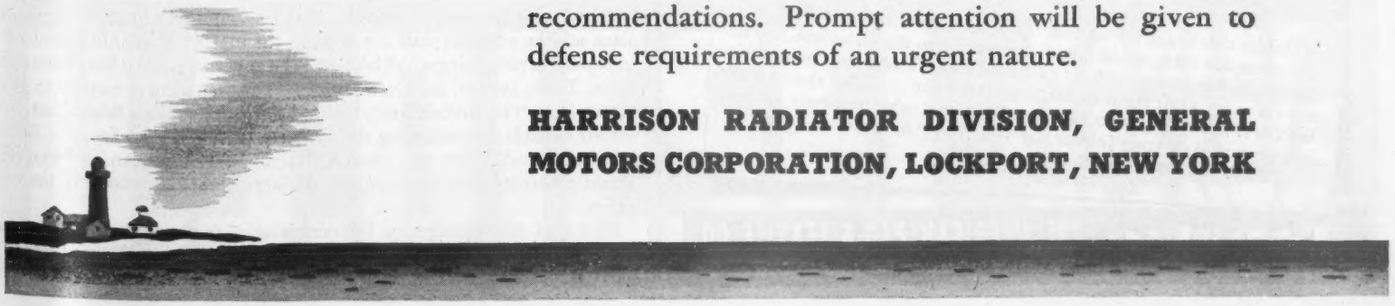
Today Harrison Coolers are delivering dependable service on many types of Diesel- and gasoline-powered Navy craft.

One type of cooler maintains oil temperatures within the range required for proper lubrication, protecting bearings and cylinders during long hours of continuous operation.

Another type, used as an intercooler in closed circuit systems, permits the circulation of clean, fresh water in the engine blocks, thereby preventing corrosion and the accumulation of silt and scale.

Consult the Harrison Engineering Department for recommendations. Prompt attention will be given to defense requirements of an urgent nature.

HARRISON RADIATOR DIVISION, GENERAL MOTORS CORPORATION, LOCKPORT, NEW YORK



Ta·pat·co
Sportster
THE LIFE SAVE VEST FOR ACTIVE SPORTSMEN

Pat. applied for

★ SAFETY AND COMFORT FOR WATER SPORTS

This government approved life preserver is filled with *Kapok* (6 times more buoyant than cork), nothing to puncture, no air to leak out. Soft, won't bruise, will safely support heaviest man in water.

Backed by more than half a century of manufacturing experience — Ta-pat-co has become known throughout the nation as the *"Life Save Equipment that never lets you down."*

Exclusive Features . . .

1 No padding at shoulders permits free arm action.

2 Adjustable straps at sides makes snug fitting.

3 Cut-out at sides permits free access to pockets.

4 Flexible construction at waist prevents vest pushing up around neck when sitting, squatting, or stooping.

Ta-pat-co
LIFE PRESERVER
BOAT CUSHIONS

Colorfully designed for beauty — *Kapok* filled for safety, Ta-pat-co cushions are government approved life preservers. . . . Strongly constructed with durable covers, Ta-pat-co cushions add to the appearance of any craft — and to the comfort and safety of its passengers.

Marine Stores and Sporting Goods Dealers

Get Your Copy of This
NEW CATALOG NOW!

Write for this beautiful catalog, showing several styles of Ta-pat-co Sportster for men, women and children; also the complete line of Ta-pat-co life preserver boat cushions and life save equipment for use on every craft from canoe to ocean liner . . . for sports and industry. Also Ta-pat-co sleeping bags and other outdoor sports equipment. Ask your jobber for your copy or write us today — it's FREE. *Address Dept. B-5*

Ta·pat·co TRADE MARK REGISTERED U.S. PAT. OFF. THE AMERICAN PAD & TEXTILE CO. Greenfield, Ohio

All right then, skip it. It's just my supercharged imagination. Contrary to my first impression, your ears recognize the difference between a bell buoy and a gong buoy. You've already learned that a lighted buoy *seems* to change its characteristic when intercepting waves occult it. You've discovered that a bonfire on the beach is never as red as a red navigational light. By day, you have found out that the difference between a far-away fairway buoy and a near-by fish stake in a tumbling sea is that the fish stake doesn't move — much. You know that sometimes the color of shoal water is the color of deep water when a cloud shadows it, and you infallibly know t'other from which. (And neither do I.) And you've figured out in advance exactly what orders to give to helmsman, engine room and deck force if a man falls overboard.

So all I can say is that it's my mistake. I didn't realize at first that you spent years fooling around in small boats before you joined the Navy.

\+ + +

This acquaintance with the sea whose freedom we've undertaken to defend is a matter of the utmost importance. The Navy knows it and, in course of time, all the young ensigns who are worth their salt will learn it. The others will be holding down highly intellectual shore jobs and suffering an occasional twinge of the conscience when the night wind ushers in a freezing gale and they have to shut the window to avoid being blown out of bed.

Returning now to my title, the British Navy in the last war pulled a job in its raid on Zeebrugge that should be known to every junior naval officer as it already is to every relic of that preliminary bout with the forces of Germanic evil.

To make that raid on the Belgian port which the Huns were using for a U-boat base, conditions had to be right. More than that, they had to be perfect. First, the raid had to be performed in the dark of the moon. (And can you tell me, by the way, when the moon rises tonight?) Second, it had to be timed so that the raiding flotilla of big ships, ferry boats, motor launches and blockading hulks would arrive at the mole at high water. Third, there had to be an onshore wind so that the smoke screen from destroyers and M.L.'s would blow shoreward and mask the desperate foray on a mole which would spout fire from guns and rifles. And, fourth, the project had to be kept absolutely secret for many weeks so that the 75-mile rush from Dover to Zeebrugge could be executed without the knowledge of the enemy.

Take my advice and read Captain Carpenter's story of that astoundingly successful raid. Many died in the performance of it. But it succeeded because of dauntless courage and sterling seamanship. Our Navy could do the same — and did, in the battle of Durazzo, which was fought later in the same war. In this war, the plans are laid for many little boats. There must be thousands of courageous officers and men to man them. They must have knowledge of wind and tide and all that that implies — and by that knowledge they will help the ships and bombers to preserve the state of being that we have always known as Freedom.

FIFTY YEARS OF BOAT PIONEERING

(Continued from page 40)

A pioneer in standardized construction as a means to greater economy of production, Elco made practical use of this idea in 1914 with the development of the now famous Elco Cruisette, which was a double-cabin cruiser 32′ in length. She was even then recognized by yachtsmen and sailors as one of the best small cruising boats that had yet been built. As the years have gone by, this first Cruisette has grown into a fleet of pleasure craft of many lengths and designs for every purpose. As the photographs show, a comparison between this boat of 1914 and the present day Cruisettes proves that they share some things in common. The original model was ruggedly seaworthy, something that many "manufactured" boats of those days were not, built of fine materials, and she set a standard for the times. But this was just a beginning. Today's fleet of motor-driven cruisers offers luxury, beauty and efficiency unknown in 1914.

It was during the first World War that Elco showed what a well-equipped plant and an efficient staff could do in the matter of quantity production and speed in producing small boats for the government and the navies of the Allies. Then, as now, the German submarine was a grave menace to Allied supply lines. The British Navy had to have *quickly* a vast fleet of fast, light vessels capable of combating the menace. In this emergency, the British Admiralty and, later, the French, Italian and American Governments placed contracts with the company for large numbers of boats of the same design.

Elco met the emergency by designing a fast, seaworthy submarine chaser and then achieved the amazing record of building 722 of these craft, 550 of them (known as the ML's) being turned out in the unbelievable time

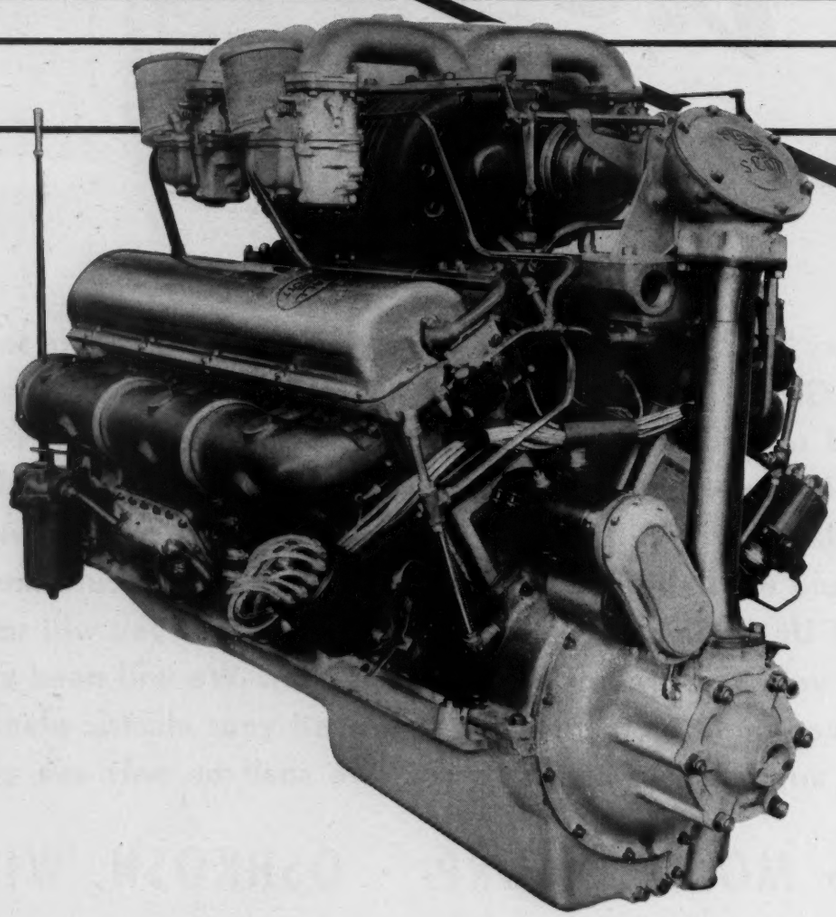
Uncle Sam is the boss!

It all started some years back when we began supplying electric plants to the U. S. Navy, the Army, the Coast Guard, the Signal Corps and other branches of the government. U. S. plants performed so well and met government specifications and requirements so satisfactorily that we became major suppliers even during peace time. Now, with the pressure of national defense in full swing, the government is taking over almost our entire output. We would naturally like to take care of our regular customers, but Uncle Sam says, "No." And Uncle Sam is the boss! So we hope that you will understand our position and stand by until the present emergency is over. We will need your good will and patronage then even more, perhaps, than you need your electric plant now. In the meantime, if there is any way we can help you, we shall be only too glad to do so.

UNITED STATES MOTORS CORP. • OSHKOSH, WISCONSIN

U.S. DIESEL MARINE ELECTRIC PLANTS

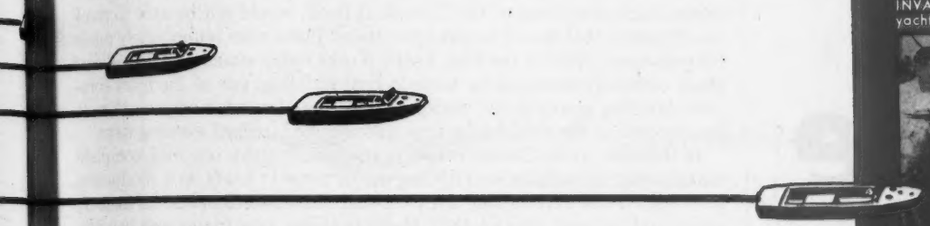
out of the PROVING GROUND



Hall-Scott Supercharged V-12 DEFENDER. This engine is available as a direct drive model or with reduction gears of various ratios. Power takeoff can also be supplied for driving special auxiliaries. Weight: Direct Drive Model, 4125 lbs., with reduction gear, 5175 lbs.

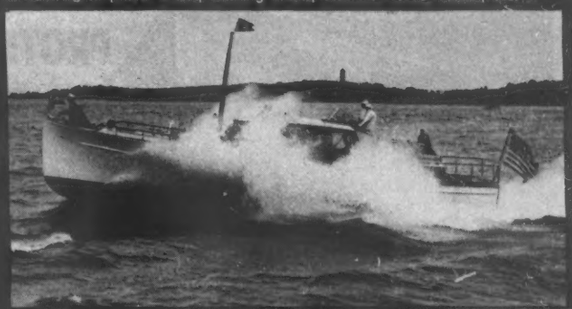
HALL-SCOTT MOTOR CAR

OF WAR!



Again—as in World War I—Hall-Scott takes giant strides forward. In this, the foremost plant in the country for the manufacture of marine engines, capacity is geared to meet the delivery dates of emergency demands. • Hall-Scott engines — *as ever, Hall-Scott built throughout* — set new standards of craftsmanship and precision manufacture. • Again—as in World War I—out of the harsh proving ground of war will come even finer Hall-Scott engines for civilian use.

36' Landing Boat. The well-known and highly successful Hall-Scott 6-cylinder INVADER engine is being used in a wide variety of military craft up to about 45'—serving in picket boats, landing boats, aircraft rescue vessels, etc.



30' Cruiser "Trim Too". In ten years of civilian use, the Hall-Scott 6-cylinder INVADER engine has won wide recognition among leading yacht designers, yacht builders, and yachtsmen as the best marine engine ever built.

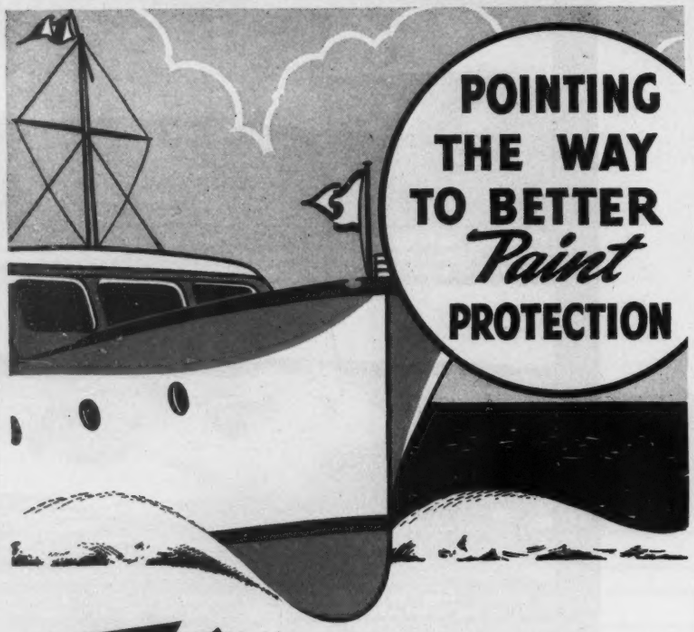
DEFENDER Assembly Line. Great strength with minimum weight is built right into the basic design of the Hall-Scott V-12 DEFENDER. The upper crankcase is ribbed and webbed, 7 main bearings have forged steel bearing caps.

Direct Drive INVADER develops 275 H.P. at 2100 R.P.M., giving maximum speed for fast boats of all types.

INVADER Final Inspection. All Hall-Scott engines are *Hall-Scott built throughout.* No Hall-Scott need ever become obsolete—*for each improvement is so engineered as to be readily applied to every existing Hall-Scott!*

COMPANY

DIVISION OF AMERICAN CAR AND FOUNDRY MOTORS COMPANY, 2850 7th STREET, BERKELEY, CALIF.; NEW YORK, N.Y., 254 WEST 31st STREET; LOS ANGELES, CALIF., 5041 SANTE FE AVENUE; SEATTLE, WASH., 907 WESTERN AVENUE; IN NEW ENGLAND, MARINE EQUIPMENT CO., 131 STATE STREET, BOSTON, MASS.



Kyanize
YACHT WHITE

If we ever needed better protection, we certainly need it now . . . and that goes double for boat owners.

Protects as it beautifies, best expresses the function of *Kyanize* Yacht White. Not without reason is this increasingly popular finish called the *life* of the surface.

Easy working . . . quick drying . . . durable. Slow gradual chalking keeps a clean, sleek white hull all season and results in a perfectly conditioned surface ready for next year's repainting.

Kyanize Marine Finishes include a complete line of anti-fouling bottom paints, yacht whites, deck paints, topside paints, spar varnishes, etc.

BOSTON VARNISH COMPANY
280 Everett Station, Boston, Mass.

Free Send post card or letter for complete descriptive matter including full color chart.

THE *LIFE* OF THE SURFACE

of 488 working days! This was all the more noteworthy because up to that time no plant in the world had produced boats in any such quantity. Elco had pioneered not only a new naval weapon in this small chaser, but also a new method of mass construction and, in so doing, played a major part in winning one of the biggest battles of the last year of that war.

THUS it was the World War emergency that brought about the application of modified production line methods to the building of motor boats, a technique which Elco had developed to meet its huge naval orders. During the prosperous 1920's and the depressing 1930's, the company built literally thousands of motor yachts and cruisers for the fast-growing yachting public. They were standardized in design and construction but they retained, in the craftsmanship with which they were fashioned and the quality materials used in them, the best elements of custom-built craft.

This contribution to the war effort in 1914–18 and the incorporation of facilities for standardized production on a large scale placed the Company in a position to play an important part in the small boat building program of this government inaugurated after the fall of France in 1940, or even before that event occurred. Already, new motor torpedo boats (PT's, as they are known), built in the Company's new plant at Bayonne, are in action in the Pacific and in the English Channel, and Elco was the first company to deliver fleets of these little "hornets" to the United States Navy.

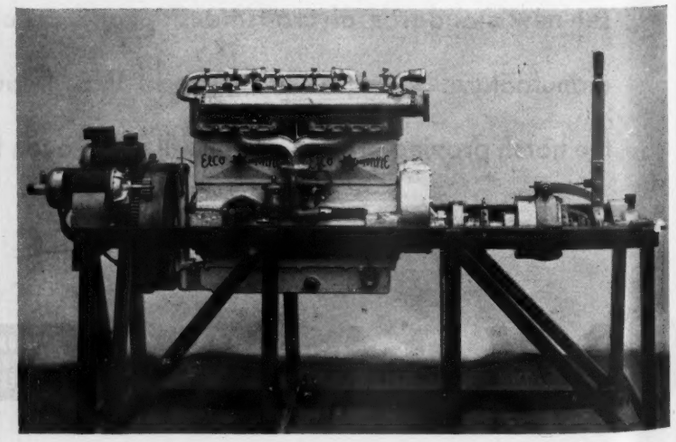
The present national emergency had not been long apparent before the officers of the Company realized that boatbuilding facilities in the United States, including those of the Elco plant itself, would not be able to meet the demands that would be put upon them. Plans were immediately made for expansion. Next to the Elco Yacht Works today stands a million-dollar plant especially designed for torpedo boat building, one of the most complete building plants in the world for this type of wooden construction. It was erected in the astonishing time of only one hundred working days.

In this new Naval Division there is assembled, under one roof, complete manufacturing facilities for building motor torpedo boats on a production line basis. If one were to take a trip through this modern industrial factory, one would see, one after another, machine shops, pipe fitting and bending shops, engine shops, boatbuilding and joiner shops, as well as storage and stock rooms, etc. Outside is a special new marine basin, complete with fitting-out slips and a new type of launching crane which handles boats in and out of the water at remarkable speed.

Due to its highly technical design and complicated construction, made necessary to obtain maximum strength for minimum weight to attain extremely high speed, building such boats presents more difficult problems than ordinary boatbuilding. New shop layouts, new methods of work were necessary. These the new Elco Naval plant provided and thus made possible the rapid turning out of boats. Employing over 2000 men in this naval work, the Company says it can produce these motor torpedo boats at the rate of three or four per week when in full production.

These PT's are the fastest boats of their type in the world, with speeds close to 50 knots at full throttle. They carry four torpedo tubes, four machine guns and rapid fire cannon. Some, used for attacks on submarines, are equipped with depth bombs instead of torpedo tubes. The Company has already produced some fifty of these boats.

DUE to the present war work, it is natural that the regular construction of pleasure craft should be discontinued until the emergency is over. But, with the facilities developed during this war period, yachtsmen are assured that, when private building is once more possible, Elco will be able to get back into its regular field under conditions even more favorable than those of the period just past.



This 4-cylinder Elco engine of 1914 developed 50 hp.

TO ALL OWNERS OF "KORŌDLESS"–EQUIPPED BOATS

Congratulations!

★

Congratulations are due all those who rigged their boats in prior years with Hazard "KORŌDLESS" (stainless steel) yacht rigging. For this year they need not re-rig. This year, of all years, they do not have to tap the available supply of an essential war material.

★ When you bought Hazard "KORŌDLESS" you bought the best. You bought it because it would resist corrosion; never requiring polishing or painting. You bought it because, being preformed, it would last longer. You bought it because, being stainless steel, it was stronger–and you could use lighter rigging.

★ Now that both industry and government demand more and more stainless steel, you are to be commended on your choice of "KORŌDLESS" because through it you need not re-rig and thus you help conserve the available supply of material essential for National Defense.

Yesterday – today – tomorrow – quality buying is patriotic

HAZARD WIRE ROPE DIVISION

• *Established 1846* •

MARINE DEPARTMENT: 230 PARK AVENUE • NEW YORK CITY

AMERICAN CHAIN & CABLE COMPANY, Inc., Bridgeport, Connecticut

In Business for Your Safety

Take a tip from a salt-water navigator...
writes Harold B. Sawyer, Commander, Narragansett Bay Power Squadron; owner of the "Tenango". * * *

Cut sun-glare! See your course clearly!

Wear POLAROID* Day Glasses

"FOR A LONG TIME it annoyed me to have to wear ordinary, 'smoke' glasses at sea. They cut out *some* sun-glare . . . but cut out a lot of *seeing*-light, too!

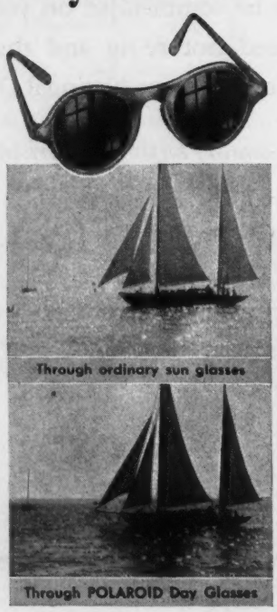
"That's why I was so glad somebody invented Polaroid Day Glasses! They couldn't be better if they were designed *specially* for sea-duty!

"My Polaroid Day Glasses cut the blinding, *reflected glare* from water, yet give me plenty of "seeing" light! I can pick out surface markers clearer than ever before . . . see many shoals and under-water obstructions invisible through ordinary sun glasses!

"Polaroid Day Glasses make navigating easier and a lot more fun! I tell all my friends . . . 'Wear Polaroid Day Glasses!' I figure that's a tip for any yachtsman!"

* * *

Get Polaroid Day Glasses for yourself and for your guests. Anywhere fine sun glasses are sold . . . $1.95 up. If you wear glasses you can get curved Polaroid lenses ground to your prescription.



AO AMERICAN OPTICAL COMPANY

World's Largest Makers of Ophthalmic Products . . . Southbridge, Mass.

*T.M. Reg. U.S. Pat. Off. by Polaroid Corp.

During the fifty years under discussion, the officers of Elco not only had to build boats but they had to meet the problem of selling them as well. In this they have been equally successful and from the beginning have sought to "educate" the public to the use of boats. In doing this, they have exhibited at all motor boat shows, have supported the boating publications as regular and effective advertisers and were among the first to open a large and attractive showroom in New York, Port Elco, on Park Avenue, where prospective customers could inspect the various models the Company offered. Before this was done, it was the universal custom for those interested to make long trips to the boatbuilding shops or plants where boats were built to see what they had in mind to buy. This was a long step forward in boat merchandizing.

So much for the past. When it comes to looking toward the future, the Elco staff faces the next fifty years with the confidence that they will be as brilliant as were the first fifty. Already looking ahead to the days when people will want to return to the water and the ways of peace in greater numbers than ever before, the officers and designers of the Company have made plans which promise to be as revolutionary as some of those we have seen in the past. And the problem of how to build them so that boats will be within the means of more yachtsmen is already on the way to solution.

FROM BALTIMORE TO OSHKOSH

(Continued from page 60)

went well. We tied up in the harbor at Brockville that night, just within the Thousand Islands. At Cedar Point State Park we stopped to see friends and, from there we took the channel north of Wolfe Island, by Kingston, and into the Bay of Quinte, anchoring back of Bass Island for the night.

At Trenton, just before noon the next day, we took on supplies for the trip through the Trent Waterway, which here enters Lake Ontario through the Bay of Quinte. The largest Canadian Air Corps Training Station is here at Trent, and we were visited by four machine gun students. They hailed from Texas, Virginia, and from Minneapolis, while the fourth was a Canadian from Winnipeg.

The scenery along the Trent River is much like that we are accustomed to on our Fox and Wolf Rivers. The waterways wind through farm lands, rice beds and forests. This was the path of the early Jesuits who explored and started settlement of the West, but were forced from the Great Lakes by Iroquois warriors. Our Fox River was also a part of that great waterway. The route of these French explorers was up the Fox, a two-mile portage into the Wisconsin, and down that river to the Mississippi. Thence westward by the Missouri, or south to the Gulf.

On the stretch of waterway from Trenton to Peterborough, we met only one boat, an American power cruiser from New York. At Bobcaygeon, Mr. Gordon, of Gordon Boat Works, took excellent care of us and drove us over town for supplies. Throughout Canada, everyone was friendly and glad to help in any way. Gasoline and all supplies are conveniently distributed all along the way. Only once on the entire trip was gasoline carried to us, and that was only over a canal bank.

The two hydraulic lifts of the Trent Waterway are famous. Quickly and safely, the two railways deposit the boat at a level far above or below that at which she entered. Also, they give one an opportunity to look over the hull and propellers.

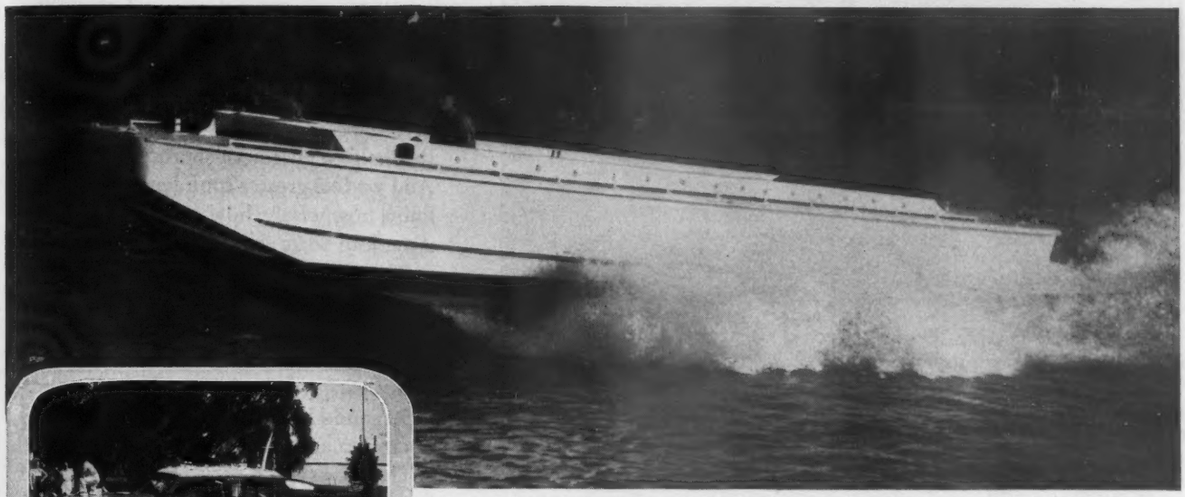
Just before we entered Lake Simcoe, our mate and cook was doubling as a laundress. She claims innocence but the rest of the crew was of the private opinion that she simply got tired of the job. She tied a light string to our large aluminum bucket to dip water out of the river while we were running at about fifteen miles an hour! After that, no more clean clothes.

We found Orillia "boat-minded." There was running water on the Government Dock, which is right at the foot of the Main Street.

The Severn River, the last stretch into Georgian Bay, is, to my mind, the most beautiful waterway of the entire trip. Large, easily seen targets help guide one to the right channel among the multitude of rocky islands. We spent several pleasant hours at Port Severn, then went through our last Canadian lock and out into Georgian Bay's 30,000 islands. These finally "got me down" so I stood out into the open lake. Soon the crew had too much tossing about so we headed back into sheltered waters. Again I was reminded of the phrase "a fool for luck." I firmly believe that between Port Severn and Parry Sound lie 20,000 of the Georgian Bay Islands. The steamer *Midland City* was just ahead of us, so we let her skipper worry and we followed her along to Parry Sound, stopping when she stoppd to load and unload freight and passengers at island docks. In two places, the *Midland City* could just manage to squeeze through the narrow channel. Timbers were chained to the rocks for her to rub against.

The next morning we ran up to Pointe au Baril. The channel was well marked and the scenery beautiful. A large modern hotel, a well-stocked

For a Landing of 40 Marines . . .
or a Pleasure Cruise Down the Bay
You Can Count on Stewart-Warner Instruments!



Higgins Industries' "Eureka" type surf landing boat actually lands 40 marines, with full equipment, dry shod—then retracts under its own power and heads to sea! 36 ft. long, 10 ft. 8-in. beam; max. draft, 2 ft., 6 in.

New 1942 35-foot double cabin enclosed bridge cruiser by Chris-Craft—single or twin screw engines. Stewart-Warner instruments, of course.

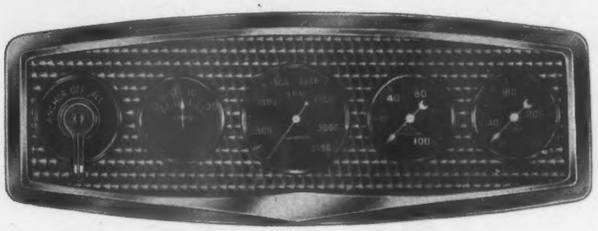
Latest 1942 34-foot "Sedan" by Matthews, in which Stewart-Warner Tachometers are standard equipment.

38 miles per hour is developed by this 1942 Century "Sea Maid 17" Runabout, powered by a Gray Phantom 6-103—with controls by Stewart-Warner.

Richardson identifies this as the "33-2" for 1942—33 feet long, Gray-powered, and, naturally, including Stewart-Warner instruments as standard equipment.

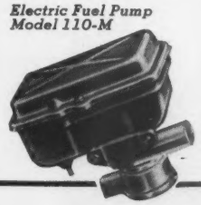
Tachometers and Complete Panels Meet Highest Quality Standards

EVERYBODY who builds boats knows the excellence of Stewart-Warner instruments. So does the United States Navy. And equipment that is reliable for such exacting use as in the surf landing boat shown above—well, it ought to meet the requirements of *practically anything that floats!* Stock instruments and panels in all sizes and finishes to meet every specific demand. Write for FREE catalog.



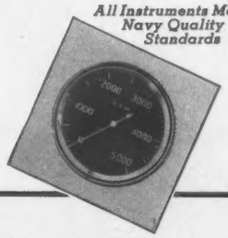
The Ensign, for runabouts and cruisers having narrow control boards, comes in either mahogany, black wrinkle, or engine turned finish. It's typical of the Stewart-Warner line—complete, accurate, beautiful!

Electric Fuel Pump Model 110-M



Another Product of
STEWART WARNER

All Instruments Meet Navy Quality Standards



WRITE FOR LATEST MARINE CATALOG

STEWART-WARNER

1837 Diversey Parkway Chicago, Illinois

The experimental yacht, "Revere," is a 45-foot cabin cruiser with a welded all-metal hull of cupro-nickel. Her hull form, the result of towing tank tests made at Stevens Institute, influenced the design of the Navy's aircraft rescue boats shown on the opposite page. She was designed by B. T. Dobson, N. A.

Now that war

Now that the long-threatened storm has broken over us, we can see our marine defenses in a new and truer light. We know now as never before how vital to the safety of our people are the thousands of craft that help to guard our shores and outposts. And we feel greater confidence because we know how wisely, how well, how soundly, American boats are built.

They are faster, stauncher, more seaworthy than ever before. They have better hull forms, better equipment, and better materials in them. Revere metals, for instance, such as copper, brass, bronze, cupro-nickel and Herculoy, contribute rust-proof durability and lasting strength.

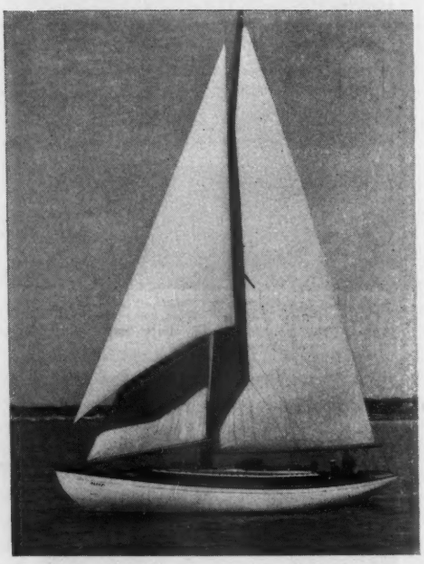
Here is a typical group from the yard of Palmer Scott & Co., New Bedford, Mass., showing the great variety of fine craft recently launched by this one builder alone.

★

★

★

The Week-Ender (above, right) the Over-Nighter (left) and the Visitor (right) are the three famous sizes of auxiliary sloop developed and marketed by Donald B. Abbott of New York. Experience gained in building these popular craft is helping to make better boats for the Army and Navy.



"Cindy III", 45-foot auxiliary sloop, formerly owned by Mr. Patrick Sweeney of New Bedford, is another of the fine designs of B. T. Dobson, N. A.

has come . . .

In these, as in all Palmer Scott boats, Revere metals are used extensively for such parts as sheathing, chain plates and strapping, rub rail trim, tie bolts, wood screws, shafting, exhaust lines, water and gasoline tanks, tank fills, gasoline and water lines.

The Army and Navy know from long experience how fully they can rely on Palmer Scott for boats . . . and on Revere for improved forms of copper and its alloys. That is why Revere Copper and Brass Incorporated is producing these vital metals with all the speed and all the skill that this Company has learned since it started serving the U. S. Navy in 1801.

REVERE

COPPER AND BRASS INCORPORATED

Executive Offices: 230 Park Avenue, New York

36-foot aircraft rescue boat built for the U. S. Navy from designs by B. T. Dobson.

26-foot mine yawl, built for the U. S. Army Quartermaster Corps from their own designs.

38-foot cabin picket boat, designed by Eldredge-McInnis and built for the U. S. Coast Guard.

40-foot motor launch, built for the U. S. Quartermaster Corps from the Army's own designs.

29-foot aircraft rescue boat, designed by B. T. Dobson and built for the U. S. Navy.

Made by Gerstein & Cooper, a gasoline tank of Revere Herculoy is shown being set in place in a Coast Guard vessel. (Right) Herculoy screws are being driven home in the garboard of another Coast Guard boat.

WE, TOO, ARE DOING OUR PART

AS ONE OF AMERICA'S LEADING INSURERS OF SHIPS AND CARGOES

ALL CLASSES OF OCEAN AND INLAND MARINE INSURANCE
including Insurance on Yachts and Yacht Protection & Indemnity

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CHICAGO • NEW ORLEANS • SAN FRANCISCO • SEATTLE

ATLANTA BALTIMORE BOSTON CLEVELAND DALLAS DETROIT HARTFORD HOUSTON LOS ANGELES PHILADELPHIA PITTSBURGH ST. LOUIS STOCKTON SYRACUSE

MARINE OFFICE OF AMERICA

We specialize in the preparation of adequate Inland Marine Floaters for defense industry, as well as commercial and personal requirements

grocery store, boat supplies, "and everything," are available here. You cruise northward in a wide deep passage among beautiful islands, apparently alone, turn west at Turning Island (the name is painted on the rocks), and there is the most complete supply center between Parry Sound and Little Current, just around the corner from the wilderness. The deep, narrow, rocky channels around the islands are fascinating places to explore but a lookout is needed at the bow. The water is crystal clear, so there is no danger if one watches for rocks too close to the surface.

THE entire area was so inviting that we were sorry we could not spend several days here. That afternoon, when we headed for Squaw Island, there was a fresh breeze and, instead of going down with the sun, it freshened. We were headed almost directly into the sun but, with the protection of glasses and of the clouds drifting by, it was not unpleasant.

Just as the sun sank out of sight we neared the reef protecting the perfect harbor at the north end of Squaw Island. The breaking seas showed just where the reef lay and where the entrance was. We tied up to an abandoned wharf that had been used by commercial fishermen. The crew and the mascot explored ashore while the captain and mate made things shipshape and prepared dinner.

Next morning we went on to Killarney, a small village on the north shore (mainland). It is a bustling, self-reliant fishing community, with a personality all its own. An excellent channel has been made right across the island. We spent an hour exploring a large bay just beyond (west of) Killarney. Its fjords, many islands and high rocky shores were tempting, but we had to get on and we headed our boat for Little Current, on Manitoulin. The wind was brisk, but it was pleasant in the protected channel. From Little Current westward, the course took us through the North Channel with about 150 miles of open water for a wind out of the west to kick up. As it was raining and the wind howling, we laid over and found ourselves in the company of twenty-one other visiting boats which were taking shelter. As Little Current is the main source of supplies for this large island, there is plenty of dock space. Water and gasoline are available at the dock.

In the evening we cleared the customs. Next morning was clear and fresh, so we stood westward through the North Channel, then through False Detour Passage, into Lake Huron. In Detour Passage, we put in at the town of Detour for gasoline. Through this point flows the vast traffic of Lake Superior. An average of one ore boat every twenty minutes is recorded here. In their season of eight months, the Soo Locks handle more tonnage than is handled by the Panama and Suez canals combined in the course of twelve months.

We had a beautiful "ride" from Detour to Mackinac Island. There wasn't a ripple on the water, the sunset was beautiful and a moon hung low over the Michigan shore to the north of us. Just before we reached Mackinac Island, we were puzzled by slow moving running lights, with a great shadow high on them, which came directly toward us. When we were close they materialized into a three-masted sailing vessel. With all sails set, she was making about four knots. She showed no lights except the running lights and seemed more like a ghost ship than a thing of solid fabric.

AT about 10:00 p.m. we tied up at the State Dock in the harbor at Mackinac. This is an excellent protected dock and water is available. The charge is only fifty cents a day. Next morning we entered at United States customs and explored the island until noon, heading westward again after lunch. Just west of the Straits of Mackinac we met the first boat in the race from Chicago to Mackinac. All of the rest of the way towards Beaver Island, until we were well off their course, we continued to see the racers.

Running into the harbor at Beaver Island, we wallowed in the trough, taking quite a beating for an hour. The island is an interesting place, as are all sparsely settled wooded islands. The Mormons originally settled on Beaver Island when they were driven from the vicinity of Chicago and some of their descendants still live there. There is also an Indian population.

Next morning we set our course for Rock Passage and Green Bay, across Lake Michigan. As we were getting more of a beating in the trough than we liked, we headed a bit north and then down along the shore. This added about two hours to the crossing but eased the boat greatly. Just north of St. Martins, fog closed down and we eased along on a compass course until it cleared. We stood on down to Ephraim for the night.

A swim in the morning, and then down Green Bay to the Fox River and its seventeen locks. Just below Appleton I tempted fate by remarking: "I can't understand why we haven't even dented a propeller in all this distance." About ten minutes later came the response in the form of a loud *bang*. We were too close to shore — a matter of carelessness. The remaining distance was negotiated with one motor.

It was just 10:45 p.m. when we tied up at the Oshkosh Yacht Club. We were home, with approximately 1800 miles behind us. It was a wonderful vacation, in an excellent boat — and made in excellent time.

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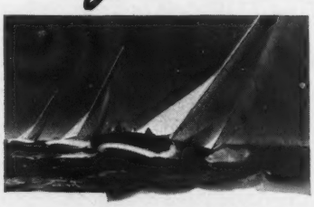

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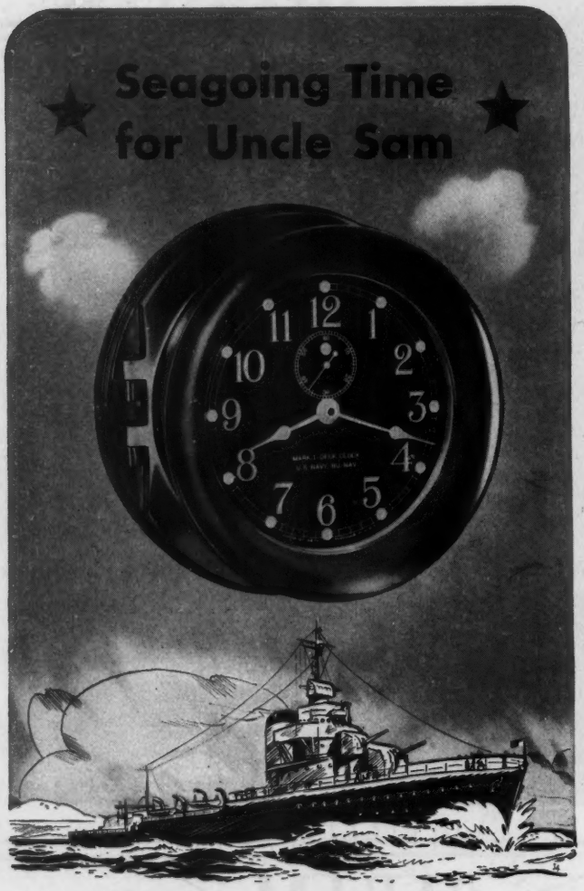

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MIKE PROVES FISHERMEN ARE BORN

(Continued from page 64)

"Good evening, gentlemen. I suppose you heard what Mr. Ekhart and I did today?"

"I suppose he knitted a sweater," growled Mike.

"Not exactly, but we did boat an 8 foot 7 sail. It's surely another daily award and maybe it'll be the Derby winner."

\+ + +

The days that followed were disappointing. Uncle Joe had caught three sails; all were small and were released. Miss Talbot landed a single sail, 7 feet 11½ inches. She not only missed the Gold Button Club by half an inch but was beaten for the daily award by that same half inch, as her father brought in an eight-footer. Two weeks had passed since the Derby started and we were now on the home stretch. Charlie Davis' Mr. Ekhart was still leading with his 8-foot 7-inch sail, and Mr. Pruner was leading in the weight class with an 81-pounder. Mr. Talbot had one daily award.

It was late the next afternoon and Mike had just remarked from the flying bridge:

"I guess we'd better head home; this don't seem like our day either."

Suddenly, there was a yell:

"Watch yer baits! Watch yer baits! Yours, Miss Talbot. There's one as big as a horse looking at it."

We had just checked with the fleet by radiotelephone and the biggest landed so far today was 7 feet 9 inches.

"Watch it!" Mike called.

And then I saw a sail charge at Miss Talbot's bait. *Click!* The line pulled from the outrigger and, like a flash, the sail whirled for Uncle Joe's bait. In the twinkling of an eye the fish had taken both baits.

"Holy St. Patrick!" Mike shouted. "Ye've both got 'im."

The next instant the fish broke water and danced on its tail trying to shake the two hooks; each leader was clearly visible. Mike dropped into the cockpit from the bridge. One look at his face showed he was almost in tears.

"There's a sure winner hooked out there," he moaned, "an' it don't count, as ye can't have two people catchin' the same fish."

The fish was soon alongside, easily beaten by the two anglers.

"What do ye want to do with 'im," Mike asked Uncle Joe. "He's a record breaker if I ever saw one but ye can't score 'im."

"Boat him." Uncle Joe smiled. "I'll have 'im mounted and present 'im to the Liars' Club back in Chicago."

The great fish was soon gaffed and in the cockpit. A crack with the mauler silenced him. Mike got out his tape.

"The Great Saints," he exclaimed, "nine feet a half inch — just an inch from the all time record here." Then he moaned. "We might as well give up. I have the Derby winner right in the cockpit; then he has to go an' take both baits. Why, that's the first time it's happened to me in all the years Oi've been fishin'."

"Do me one favor," Mike said as we headed for home. "Don't say anythin' to anyone around the dock. At least, I can give Charlie a bad night's sleep. Hoist the pennant," he ordered, "we can do that even if fifty of us caught him."

I backed *Sheila* into her berth. The *Dixie Belle* was already in. Uncle Joe and Miss Talbot left immediately, Mike assuring them that he would call the taxidermist about mounting. I saw Charlie casually step from the *Dixie Belle* and head our way. Mike saw him too, for he nonchalantly picked the big fish up and lifted it to the dock. Charlie stopped, and then came on the run.

"Holy smokes!" he exclaimed. "How big is it?"

"Big enough." Mike grinned and lit his pipe.

"Have you a tape?" Charlie asked.

Mike handed him the tape.

"Oh!" Charlie exclaimed, "nine feet a half inch I make it."

"Ye make it right," Mike said, and Charlie tore down the dock to spread the news.

Riley McClain jumped aboard. "Congratulations, Mike! You've got this Derby in the bag."

"Not so fast," replied Mike, "I ain't got a thing."

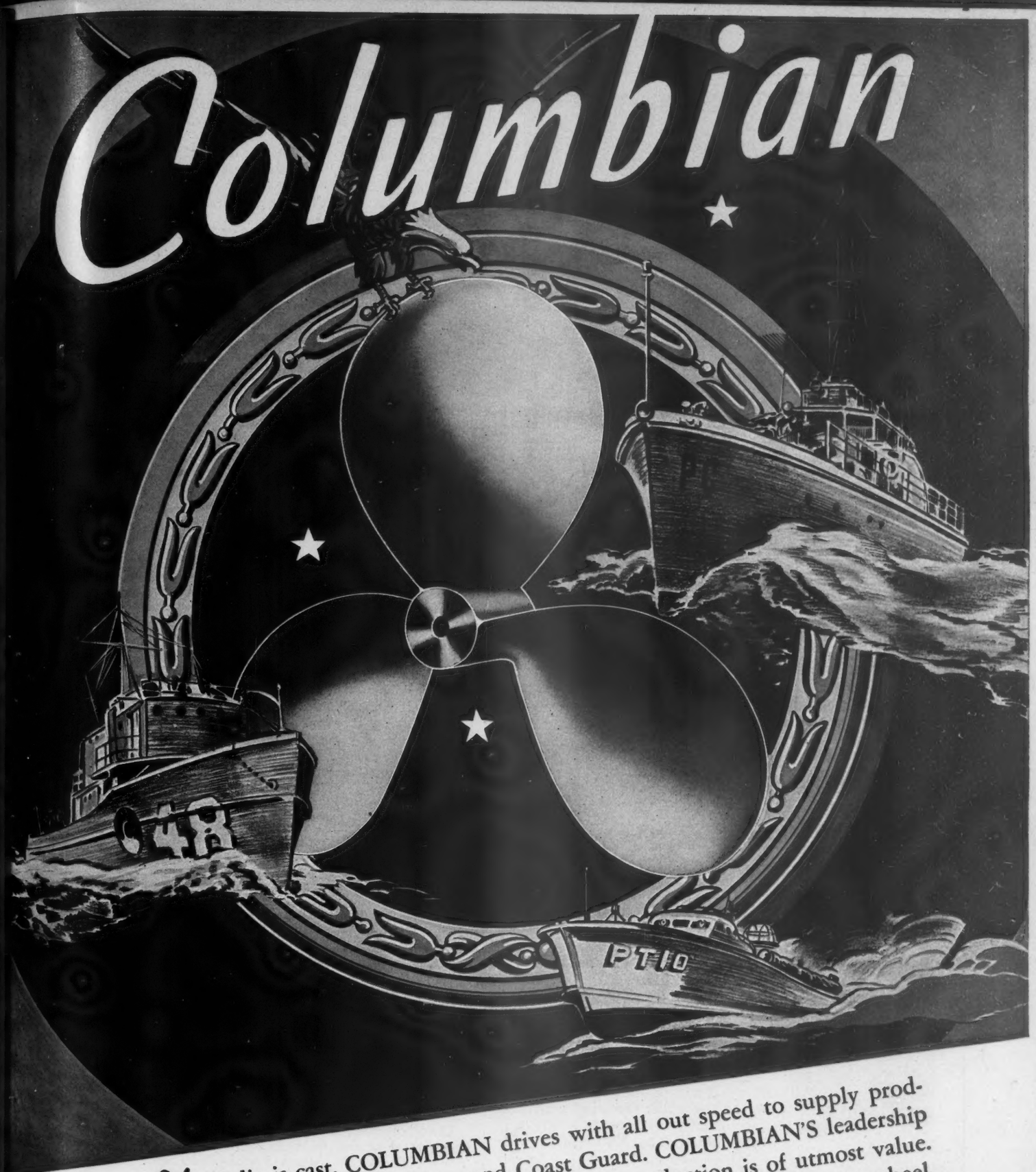
Then he told him about the double hook. "But keep still for a while. Promise?"

"Sure," said Riley. "But a lot of guys are gonna have a bad night."

Just as he was leaving, Charlie returned. "Say, Mike," he called, "I've got bad news for you. I just heard a boat came into City Dock with a world's record breaker, 9 feet 4 inches."

"Too bad," sighed Mike, winking at me.

"Yes, it's a shame," continued Charlie, "but it might be just a rumor, though the fellow that told me said he saw the fish being measured." Charlie hesitated. "I'll tell you what I'll do. I'll call off our bet that you



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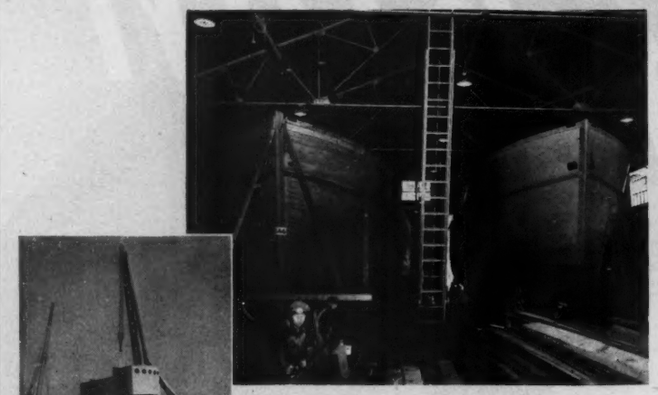

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don't win the Derby and give you ten dollars, just on the chance that fellow was wrong."

"Naw," said Mike, "I'll take a chance he's wrong, too."

"O.K." shouted Charlie. "I'll make it twenty-five."

"Nope," said Mike.

"Thirty. That's my last offer. The bet's only fifty, remember."

"Gimme the thirty," said Mike, and Charlie handed over three ten-dollar bills.

"The bet's off," said Charlie and returned to his boat.

\+ + +

Mike had hardly stepped aboard next morning when Charlie came roaring after him.

"You're a dirty swindler, O'Leary!" he yelled. "Cheated me outa thirty bucks! Why, your fish wasn't even eligible to the Derby and I'm still leading."

"I didn't say he was eligible," Mike smiled.

"No, but you didn't say he wasn't, an' I want my thirty bucks."

"Ya better ask the feller with the record breaker at City Dock for it. Or the guy who told you about it. Of course ye remember who it was."

\+ + +

Miss Talbot and Uncle Joe were late in arriving.

"I guess they're pretty well discouraged," Mike remarked when they finally appeared. "Anyway, I'm kinda glad tomorra's the last day. I'm gonna take three days' rest."

The Gulf Stream was unusually calm as we entered that day and Mike commented that "anything might happen." It was only about three hours later when Uncle Joe yelled, "Strike!" and his line was snapped from the outrigger.

"Set yer hook!" Mike shouted. "It's a big king!"

Miss Talbot and Uncle Joe were no longer greenhorns after three weeks of daily workouts. Uncle Joe had locked his reel and was handling the big fish with the indifference of an expert.

"Watch yer bait, Miss Talbot!" Mike screamed, and I looked up just in time to see a huge bill and fin surging towards her bait. *Click!* The bait was taken and the reel almost immediately began screaming like a siren as the line disappeared with alarming rapidity. Mike shot *Sheila* forward at full speed, parallel to the line's course, in an effort to check its complete departure. Without being told, I cut Uncle Joe's line as that was going out in the opposite direction. Mike slammed *Sheila* into reverse.

"That's the end of his first run," he shouted. "Get as much of that line back as ya kin before the next!"

"What is it?" Miss Talbot asked. She was panting, pumping in line for all she was worth.

"Marlin, blue marlin," Mike answered, "an' as big as all outdoors."

There was a pause. Then Mike yelled, "He's off again!" and the reel again screamed.

"He's sounding! Try and hold 'im!"

This run was checked just in time to avert a catastrophe for there couldn't have been more than 20 feet of line left on the spool.

"Pump!" Mike cried. "Pump!"

The light pole jackknifed with each lift.

"I don't believe we have a chance of landin' 'im with that light rig," Mike said, "but give it a try."

At that moment a great blue form broke the surface 300 yards off and greyhounded over the water. Another series of runs followed quickly, each one checked at the last moment. . . . Three hours later an almost completely exhausted girl was still pumping away at the reel, with blisters popping on every finger. Mike, on the bridge, was almost as tired from shooting *Sheila* ahead, then in reverse, and then wheeling from one side to another to keep as much strain as possible off the tackle and Miss Talbot.

"Any other skipper would have lost the big fish two hours ago," I thought.

The other charter boats gave us a wide berth. Word of our struggle had been flashed around the fleet by radiotelephone. Uncle Joe got Miss Talbot's father on the phone and he and Pruner gave all sorts of advice — which wasn't heeded.

"Here he goes again," I heard Mike yell, as he threw *Sheila* into reverse and followed with open throttle, causing gallons of water to slosh in the cockpit. The run ended much more quickly than the others.

"He's tiring. I'll try edging him towards the beach to keep him up."

An hour later, Mike jumped from the bridge and, grabbing the leader, led the great fish in and sent the gaff home. I removed the stern piece and, with the aid of our hoist, it was soon aboard.

"Yer too late!" screamed Mike at a big shark which oozed under our stern. Mike then turned to Miss Talbot, who was seated, mouth and eyes open as if in a trance. "Young lady, if ye haven't got the world's record for light tackle, I'm three hundred years old in me bare feet."

Uncle Joe spread the word by radiotelephone and, when we reached our berth, scores of reporters and curiosity seekers lined the dock. Miss Talbot's father was first aboard. He paused to look at the fish.

"Congratulations, honey," and he gathered her in his arms.

"Ouch! I think every bone in my body is broken," she said, "and look at my hands!" They were the nearest things to raw beef I'd ever seen.

The fish was measured and weighed.

"A new world's record for light tackle," exclaimed Riley McClain.

"Well," chuckled Mike, "it's still in the family. Her old man usta have it till now."

Yes, it was a great day for Mike, boating a world's record breaker; but that's not quite the end of the story. The next day, the last of the Derby, Uncle Joe came down to tell us Miss Talbot had quit fishing for good. "Sort of retiring on her laurels," he explained. "Say," he suggested, "How about me getting a couple of cases of beer an' the three of us going out to watch 'em finish?"

Mike agreed. "Let's go," he said.

We didn't even wet a line; just cruised around watching. As the day drew to a close, Uncle Joe, looking at his watch, said:

"An hour to go; how about just one more crack at the Derby?"

"Sure." Mike grinned. "Why not? I'll bait ye a rig."

\+ + +

Yep! you guessed it. Uncle Joe got an 8-foot 7½-inch sail. Won by half an inch over Charlie Davis. It was that night at the club, when Mike was receiving congratulations all around, that he turned to me:

"Say, do ye know that Charlie Davis beat me out of twenty bucks!"

A SOUTH SEA HURRICANE

(Continued from page 49)

astern again. As we had no more heavy rope we could rely upon, we got the anchor chain and put it around the cable in a stopper knot, and brought the chain's end outside around to the mizzenmast. All this took time, as the wind was shrieking with such force that we couldn't stand upright on deck. We had to crawl around. Whenever the skipper opened his mouth to speak, the wind blew his lower lip about. At last, all was ready; we cast off the cable at the bow and she swung around more or less stern on. Still, she wouldn't lie properly (our storm mizzen, by the way, had blown into shreds by this time) because the wind had shifted so that we were getting seas and wind at right angles and beginning to get an enormous cross sea as well. (Delightful things, hurricanes — they cover a comparatively small area which moves past you so that the wind, while remaining full force, constantly changes its direction.)

We made fast a heavy rope, to the port bitt, with the two rubber tires we use as fenders made fast to the other end. This pulled us around for a few minutes — and then the rope parted.

The skipper decided that our only hope was for him to try to steer. As we couldn't dislodge the old end of the tiller, he drove a marlinspike into it and lashed an iron bar to the marlinspike. This meant, of course, that the lashing had to be loose so that first he could get leverage against the starboard side of the rudder, then pull the bar in and get it out again on the port side of the rudder to get leverage in the opposite direction. A rather unhandy arrangement, especially in seas of that size.

BEFORE he had got it adjusted, I decided I'd better go down to pump. On my way, I saw a big one coming and hung on. When we came up again, the spare spars had gone overboard and the big oak sweeps acting as rails were broken into halves. Down below, with the hatch closed, I started in, wishing that the pump hose threw a bigger stream. Suddenly, I found myself lying on my back with all the ocean coming in on top of me. I remember thinking: "So this is the end." But we came up again and I sprang up through the hatch. The skipper was still in the cockpit and he gave me a funny little smile as if to say, "Well, a few more of those and it's good-bye to the old *Te Rapunga*." The light rain and spray drove horizontally into one's face like needle pricks and all the mountainous seas were streaked with great patches of foam, weird and gray and menacing, and the wind was vicious. The skipper said: "Well, close the hatch," and I turned to shut it. Then my insides turned over with a peculiar sensation. The hatch cover was gone.

We looked at each other. So that was that. Then the skipper gave a slight shrug of the shoulders. I leaned my elbows on the sides of the hatch and we looked at each other. There didn't seem to be much point in saying anything. Finally he said:

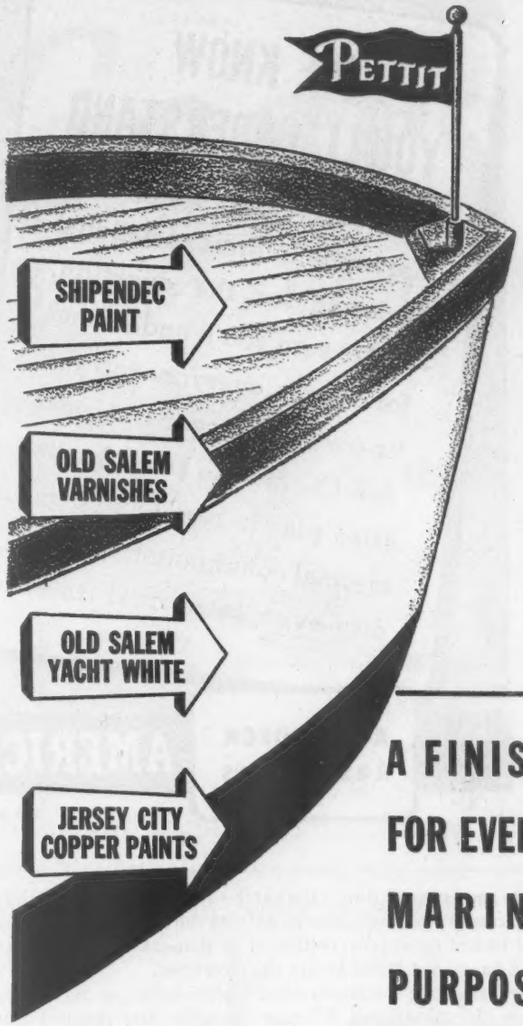
"If only we could cover it, or stuff it up with something."

After a pause, I suggested:

"What about a mattress?"

"Good idea," he said.

So I dragged up the horsehair mattress from the port bunk, rolled it up



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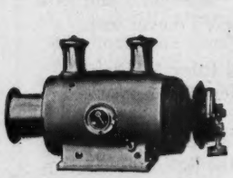

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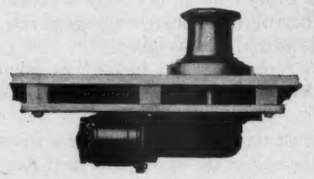

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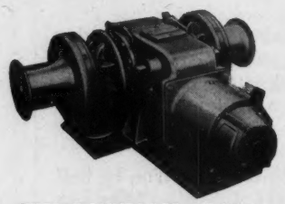

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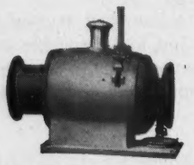

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in three parts and jammed it into the hatchway. The skipper left the tiller for a minute to help me. Just before he wedged the last corner in, he looked down, and I looked up at him; neither of us thought we would last long.

That must have been about two in the afternoon.

The water was above the floorboards, I believe, but, as no floorboards were in place, I couldn't tell. I began pumping, and pumped steadily for a few hours while the skipper steered. Every now and then, just when I had got the water down enough to leave for a moment, a wave would throw over enough to make me start off again. The mattress kept out most of it but it would trickle in down the sides; it was probably coming in at other places as well.

I could see — and hear — all the insides of the boat crashing about whenever we rolled over; the angles we'd assumed had broken everything loose except the lockers and bulkheads. The top of the table had come off its supports and, with the chronometer still screwed on, it passed my line of vision twice. The next time it went by, there was no chronometer. But I didn't worry much about it as I was sure we wouldn't be afloat for long.

It was hard to avoid broken glass with my bare feet; the bottles were down off the shelves in the galley and all the rest of the galley was on the floor as well. I have never seen such a mess. All the canned food from under the bunks was strewn in all directions, too, and the floorboards were wedged upright here and there.

I went on pumping and thought out what it would be like to drown. I didn't want to die. It was hard to get used to the idea of going down and realize that the time had come. I felt terribly sorry that I wouldn't see any of my friends again, and it seemed strange that they could be going about oblivious of all this. Worst of all, I thought of how horrible it would be for my family to be expecting my arrival and then find that I never came. It would be a long, long time before they would be sure.

As it grew dark, I realized that we had had nothing to eat all day so I scratched around on the floor and eventually found a fork; there was a mug still on its hook and eggs that the Palmerston Islanders had given us in the cupboard. I beat up three of these, found a bottle of sugar miraculously unbroken and added some, and then handed the result through the sliding window aft to the skipper. He had only time to swallow it down between waves — and one of the eggs was bad! I couldn't understand why it was that, whenever I handed out something to eat, he would say with pathetic urgency: "Please — no eggs!"

We snatched bits of chocolate and dried bread and swallows of port wine at intervals during the hours following, and I stopped for moments to pick my way into the main cabin to look at the barometer. On one of these hurried excursions, I rescued the chronometer from the floor, wedged between a can of honey and a chisel, and found that, though the outer box was broken and it had swung right over in its gimbals, it was still ticking cheerfully. The barometer was steady by now but the wind seemed to come even stronger. It had passed the shrieking stage and was booming; I had never heard such a note before.

And the skipper had a far worse time of it than I did. I could only hear the waves coming; he could see them. Besides, I was out of the pressure of the wind and had nothing to do except keep on pumping and wait for whatever was going to happen. I didn't have to strive to avert disaster with every wave that came and avoid it by a hair's breadth each time. It's the constant flinching from death that makes it so hard; when it's entirely out of your hands and you can't see it coming, you achieve a kind of acceptance which has a numbing effect.

Out in the cockpit it must have been bitter cold. The marlinspike would work loose at intervals and I'd hand out the axe so that the skipper could hammer it in again; the self-bailing cockpit wouldn't empty as some slides had blocked up the pipes; every time it got filled up it would have to be bailed out with a pot. While it was still light enough to see, our lifebelt on deck broke its lashings and the next thing the skipper saw it was dangling on one of the spreaders up the mizzenmast. How it got up there, about twenty feet above the deck, heaven knows, but it broke off the spreader close to the mast; after a while, this came away and it and the lifebelt disappeared astern.

It's funny, how, in moments of emergency, some idiotic rhyme tends to go through one's mind. I remember one night, up in British Columbia, when our anchor dragged. I was keeping the tiller over and maneuvering with the mizzen and trying to pole off, all at one time, while we got closer and closer to the rocks. I was thinking what a mess we'd be in if we hit them. All this time went a line from one of our gramophone records kept flashing through my head: "Nothing *ever* happens to some girls!" All through the night while he was steering, the skipper, who had been learning to type in Honolulu, was saying over and over to himself while he juggled desperately with the bar: "Now is the time for all good men to come to the aid of the party. Now is the time for all good men to come to the aid . . ." He was hardly aware of it at the time but laughed over it afterwards. And

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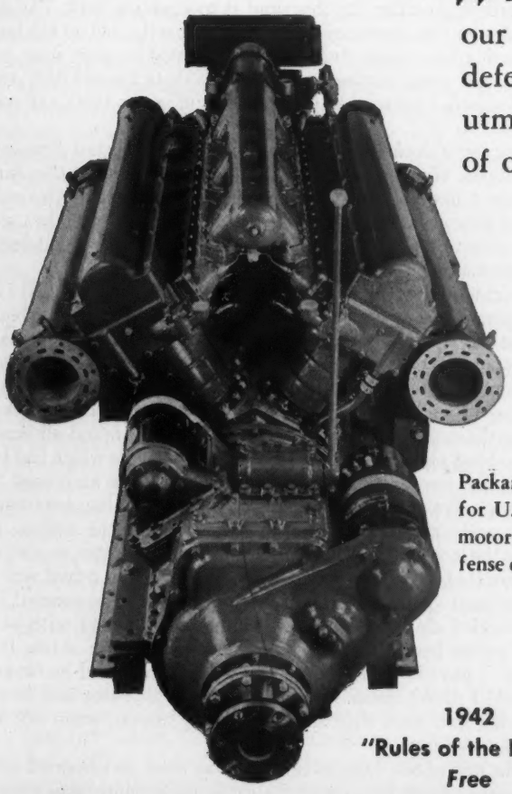
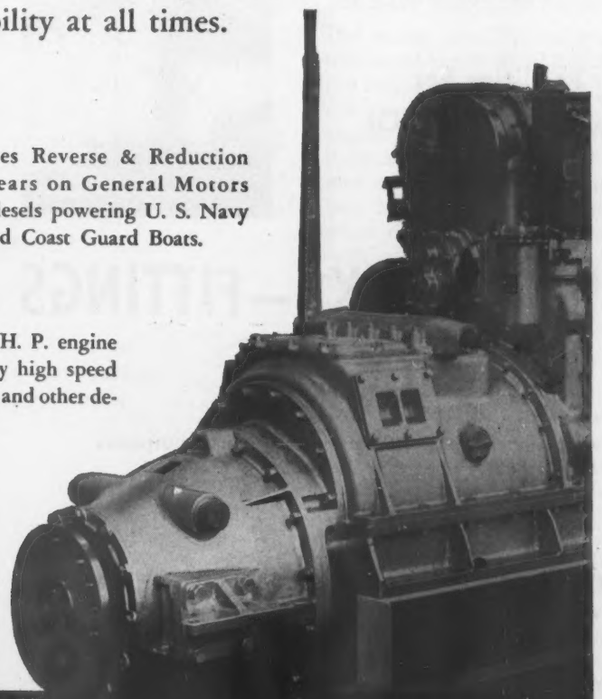
WHILE unusual conditions continue to exist, our facilities are almost exclusively devoted to defense products. Nevertheless we will do our utmost to serve our regular customers to the best of our ability at all times.



Joes Reverse & Reduction Gears on General Motors Diesels powering U. S. Navy and Coast Guard Boats.



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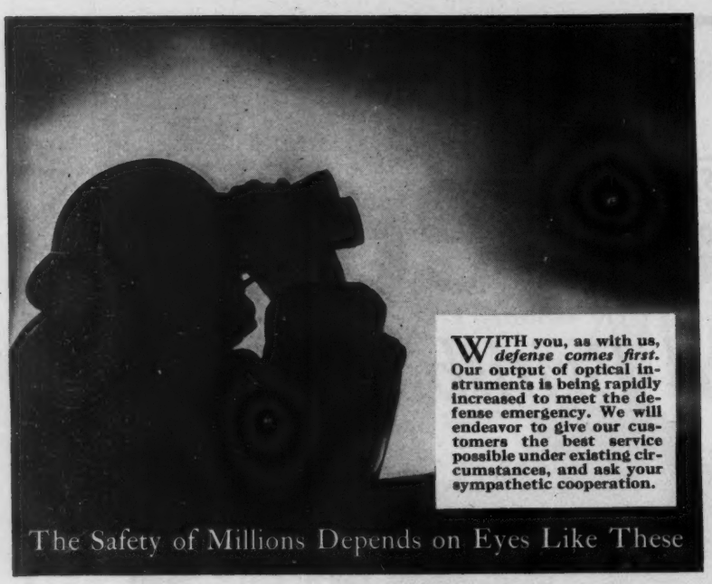
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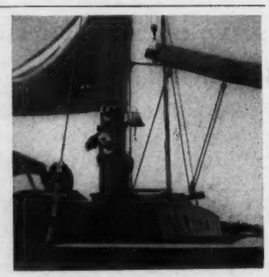

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he had plenty of time to repeat it; he steered for eighteen hours without a moment's rest — from two that afternoon till eight next morning. I pumped for the same length of time — but twice, towards morning, I fell asleep on my feet while I was doing it.

By that time I was beginning to think that, if we had lasted this long, there was a good chance of our lasting it out. The skipper had managed, miraculously, to avoid taking one wave broadside on; how he had done it, in that ferocious cross sea, is beyond my comprehension.

WHEN morning broke, lulls in the wind began to grow more frequent. By eight o'clock, the wind had gone down considerably and so had the sea. After a while, I pushed out the mattress and went on deck. The skipper and I sat together in the cockpit, not saying much and saying that little in an awed sort of way. We were amazed to find ourselves still on top. We marvelled, and compared notes, and were grateful. After a while, there was a tentative suggestion of breakfast but we were both so dead tired that it took a long time to get around to doing anything.

Finally I went below and rescued one of the primuses off the floor and made a primitive meal. Were we hungry? And were we exhausted? I've never been so utterly limp in my life. I say: "Made a meal." It was a matter of slow getting about, gathering things together, being thrown here and there by the roll of the boat, and staying where I'd been thrown for a time till I could gather enough strength to start moving again. The skipper was as weak as I was. It was fully three days before we got enough spring back to stop falling around; every time the ship rolled we'd go over like limp sacks of flour. It was three days, too, before I got around to changing my wet clothes.

Anyhow, we ate and sat and were happy to be alive and looked at the mess below, all that was left of our cozy cabin. Then we got the port bunk boards back into place and found two almost dry blankets. We moved some of the glass out of the way and began to haul in the sea anchor. This took us two hours; the breeze was fresh so that we could get in only a foot or two at a time. We certainly missed someone with good muscles just then. When it came on deck, we found the sea anchor broken up; all that was holding it together was chain and ring bolts. So we stowed everything on deck, coiled the cable, and set the spare storm mizzen. Then we stowed all the chain in the bilge. By this time, it was getting dark. The skipper, now that all that was necessary had been done, collapsed on the bunk and had a shivering fit — quite finished — so I gave him port wine, covered him up with hot water bottles and all the blankets I could find. After a while, he fell asleep. I crawled into the other end of the bunk and went to sleep.

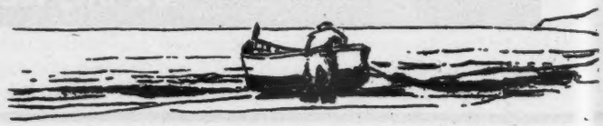
ABOUT ten o'clock I woke up. I could hear the wind stronger so I woke the skipper. We thought we might be going to get another bit of a blow. We didn't like the prospect and thought we had better start making an emergency sea anchor. Then we decided that if we didn't get some rest we wouldn't be able to do anything, anyway, so we thankfully lay down again and immediately fell asleep.

At eight next morning, we both came to again — and stiff! I could place every single part of me; each piece was shrieking its whereabouts.

That day we got enough space cleared on the floor so that we could move about. We fixed a spare tiller to the rudder, ate frequent and huge meals and kept on feeling hungry. Next day the skipper made a temporary hatch cover while I cleared the galley, got another bunk back into place. During the course of restoring things to order, I found all kinds of things in the oddest places. Three of the 50-pound weights which had been stowed in the bilge were sitting on the shelves above the starboard bunks. The boat smelt like an herb-garden; a big bottle of Italian seasoning had been broken and dried herbs were sticking all over the ceiling. Everything outside the lockers was wet, thanks to flying bilge water, so that we thanked our stars that we had no engine and consequent oil mixed with the water. And, tragedy of tragedies, the can opener had disappeared! For a week we struggled along without it, opening cans of food with an old knife. Then, praise heaven, it was discovered behind the stove. It was a bit bent, so I gave it to the skipper to straighten — and he broke the point right off! I didn't speak to him for a whole morning and he went about muttering that such was the gratitude of woman when you tried to do something for her.

At the end of ten days, everything was more or less dried out and back in its place except the top of the cabin table which was wedged upright against the mast. New screws were required before it could be fixed.

The weather was perfect for a time. At last, we passed out of the hurricane zone and began to get days that had the feel of New Zealand. We lay on deck, soaking in sunshine and watching the blue sea go by.



THE SOUTH AMERICAN WAY

(Continued from page 57)

marlin's weight would have been between 550 and 600 pounds. Even more surprising was the way they laughed at my enthusiasm when I paid them a dollar for the bill, which I now have.

"He is *chico*," they remarked, which is Spanish for "small."

The commercial fishermen told me that they caught three or four black marlin of over 500 kilos a week. This would put them at over a thousand pounds. Their statement was borne out two weeks later when a friend of mine, coming north in the steamer, went ashore and saw one specimen that weighed 1072 pounds brought in.

In time, we shall, no doubt, hear that Manta has become one of the great black marlin fishing points of the world but, as there are probably more fish off Talara, which is a beautiful place to stay, there is no need for the angler to look elsewhere. Manta is only 250 miles north of Talara.

When Mr. Seeley fished off Talara, he never trolled a bait or used an outrigger, but presented baits to the marlin only when he saw them. Had he trolled consistently, he probably would have raised and caught many more fish. His only difficulty was that, when he presented baits to the fish, the sharks would sometimes get them before the marlin struck. He never had a shark attack his fish after it was hooked, however. As he was fishing from a 60-foot motor-sailer with a Diesel motor, which was not suited for big game fishing, he used a large 16/0 Vom Hofe reel filled with 54-thread Ashaway line. On the well-equipped fishing cruisers now available, a 12/0 or 14/0 reel filled with from 600 to 1,000 yards of 39-thread, plus a 25- to 30-ounce rod, would probably do the trick. Of course, if the angler desires to use 54-thread, there is no reason why he should not.

The leader for these giants, that may run fifteen feet or more in length, should be 25 feet of the heaviest cable wire, and the hooks should be 12/0 to 14/0, depending on the size of the bait. They could be rigged in any one of the three or four styles that are used for marlin fishing everywhere.

Fewer black marlin have been caught than any other member of the marlin family. This species ranks next to the broadbill swordfish as the greatest prize a salt water fisherman can capture. The black marlin uses every trick known to marlin anywhere in the world. The majority hit a bait with lightning speed; there is no fooling around or dillydallying behind it. They know what they want and are out to kill it and take it. Then follows run after run, coupled with frenzied jumping. These tremendous creatures catapult through the air and over the surface of the clear waters of the Pacific, jumping, tail walking, and greyhounding. If the angler is not on the alert, they will sound when their surface fight is over.

A few of the species weighing up to 622 pounds have been taken off Panama every summer, and anglers fishing there say that the majority have been pulled up off the bottom with their gills full of silt, sand and mud, after burying their bills in the bottom, a trick the broadbill swordfish also knows, as any commercial swordfisherman will tell you.

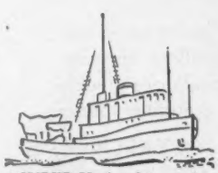
If you continue down the Peruvian coast in the steamer, you will make stops at Salaverry, Callao (the seaport of Lima), and Mollendo. From Arica, the first port of call in northern Chile, to Antofagasta, where passengers disembark for Tocopilla, which is one hundred miles north, the angler will find the greatest broadbill swordfishing grounds in the world, both in quality and in quantity. As if this were not riches enough, he will find the finest striped marlin fishing of which we have knowledge, particularly in the matter of the size of the fish. This species is found off the coast from January to July. As the angler will probably be there to fish for *albacora*, as the Chileans call the broadbill swordfish, he may not be interested in catching marlin. But, however anxious to get swordfish he may be, no angler can afford to turn down beautiful striped marlin averaging from 300 to 400 pounds in weight, for, on 24-thread line or smaller, they are one of the greatest prizes in the world.

Besides these two important species, there are plenty of small mako and thresher sharks — and all of the smaller varieties, with the exception of the rooster fish, found off Talara. The headquarters for this remarkable angling is Tocopilla, home of the Anglo-Chilean Nitrate Company, whence more of this valuable mineral is shipped than from any other port.

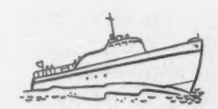
In 1933, W. E. S. Tuker, head of the nitrate company's properties in Tocopilla, kindled the spark that set the angling world on fire by taking a 633-pound broadbill swordfish. Shortly afterwards, he nailed one weighing 837. Moreover, he caught two in one day. His associate, George W. Geary, beat that fish by five pounds. Mr. Geary also took another fish that weighed an even 800 pounds.

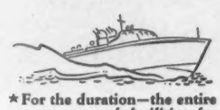
There are no broadbill in the 700-pound class but plenty between 600 and 700. With but two exceptions, every broadbill swordfish of more than 600 pounds ever taken was caught off Tocopilla. Of 42 swordfish taken by anglers who fished but a few days a year, the average weight was 527 pounds. There have been only three under 400 and one under 300.

*Of course, Defense orders for SUPER-Harbord come first.


*SUPER-Harbord is serving in the first line of Defense, *first.*

*Where the going is tough, in war or peace, they demand SUPER-Harbord.


*Significantly, the Service inspectors approve the SUPER-Harbord installation.


*For the duration—the entire resources and facilities for producing SUPER-Harbord are dedicated to Defense.

● This is not the first time SUPER-Harbord has gone to sea . . . it's been used by various army and navy departments for a number of years. Now all-out defense construction has drafted this original marine plywood for boat-building production from Atlantic to Pacific.

The same exclusive features that have made SUPER-Harbord the required plywood for pleasure craft construction, have made it a "must" material on defense craft. It possesses great structural strength without useless bulk or dead weight. The plies are permanently bonded with a cresylic formaldehyde synthetic resin. The panels are tempered to relieve internal stresses and to assure uniform performance in service.

Builders of defense craft have found Harbor a dependable source of supply—and of course, this type of construction has first call on SUPER-Harbord. It is possible that, before the peak of next season's boat-building season is reached, some SUPER-Harbord will be available for non-defense use, due to increased production facilities at the mill. For further information, write

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Keep your boat new-looking with modern Du Pont Marine Finishes

YOU may not be able to buy a new boat this year, but you can give your craft that "new boat" appearance all season long by repainting this spring with Du Pont DULUX Marine Finishes.

DULUX SAVES TIME, GOES FAR. This spring save valuable time with DULUX. It has excellent coverage, brushes out smoothly and evenly and dries quickly. It enables you to get your boat in the water sooner.

DULUX STAYS BEAUTIFULLY WHITE. DULUX Yacht White is a pure dazzling white that stays fresh and snowy white all through the boating season. A light sponging keeps it looking like new.

DULUX IS DIFFERENT. DULUX was specially developed by Du Pont chemists to stand up against salt spray and salt air, extremes of heat and cold, harbor gases and polluted harbor waters. It forms a tough, hard film that resists marring and scratching.

You can buy DULUX Marine Finishes for every surface from masthead to boot-topping. See your boatyard or Marine Supply Dealer. E. I. du Pont de Nemours & Co. (Inc.), Finishes Division, Wilmington, Delaware.

Listen to "Cavalcade of America," presented by Du Pont every Monday evening over coast-to-coast NBC Red Network.

This last, a 236-pounder, was caught by the writer, and my boatman and host wanted me to throw it overboard. To them, the fact that I had been six years trying to catch one in the Atlantic was unbelievable but a broadbill of any size is, to me, the most wonderful prize in the realm of fish. I eased their chagrin a trifle, however, by catching a 333-pound striped marlin a couple of hours later. This was the first time an angler has ever caught a broadbill and a marlin on the same day, and I must say that I was as elated as if I had taken two broadbill in a day. This feat has been accomplished only five times.

In nine years of fishing on trips off Montauk, Block Island, Martha's Vineyard, Louisburg, Nova Scotia, Fire Island, Bimini and Catalina, I have presented baits to thirty-six broadbill swordfish. From these three dozen fish, I had four strikes; I hooked two fish and caught one. In fifteen days of fishing off Tocopilla, I presented baits to twenty fish, had twelve strikes, hooked seven and caught three. Messrs. Tuker and Geary and my boat crew deplored this poor showing, insisting that I had had the worst luck of any man who had ever fished for swordfish off Tocopilla. Out of fourteen strikes, Mrs. Farrington hooked twelve fish. She really had bad luck, since she caught only one. Between our two boats, we sighted seventy-three fish, including "breachers" and those that were being chased by commercial fishermen. On three different occasions we had swordfish on at the same time. It is the most amazing fishing in my experience. In October of 1939, commercial fishermen harpooned one fish weighing over 1600 pounds off Tocopilla, and there are plenty of them that weigh around 1000 pounds.

I FEEL certain that the first fish weighing over 1000 pounds taken on rod and reel will be caught off Talara or off Tocopilla. No visiting angler fishing for swordfish off Tocopilla has ever failed to hang one. With the fine fishing boats now available, the ideal conditions offshore, and with bait plentiful, it should be no trick for the visiting angler to make a good catch. I hope that any angler who has wet a line in salt water will avail himself of the marvelous fishing at this place — the greatest in the world for broadbill swordfish.

COMMUNITY SAILING AT BOSTON

(Continued from page 76)

of view of boys and girls. The value of the director's experience was proved when 150 youngsters crowded the boathouse and its craft daily. Naturally, they had to be divided into groups and a typical day would find one group of juniors taking swimming tests off the floats; another, inside the clubhouse, attending a shore school where instructors taught them knots and splices, rules of the road, seamanship and — for the more advanced — the elements of racing tactics; and a third, out on the river, sailing. As the day progressed, the various groups would shift their activities.

THERE were some advanced groups, including the Sea Scouts and Girl Scout Mariners from the various "ships" of Metropolitan Boston. They were accompanied by leaders who were of great assistance to the regular staff of eight paid workers. The Boston School Committee provided a woman teacher to assist in the many duties which naturally became a part of the boathouse routine and a few of the older boys advanced rapidly enough to become helpful as assistant instructors.

Between four and five o'clock, when many of the youngsters started home, the senior members would begin to take over the facilities and by six o'clock every boat would be away from the float. The boats were never out of use until dusk. So well was the program arranged that senior members seldom had to wait more than a few minutes to obtain a boat. In the early evening, there were frequently a series of short races for the seniors, the juniors being allowed to crew or even sail a boat if spare craft were available. These contests were conducted along the "Frostbite" Dinghy pattern. The dory type craft were always available for junior sailing from supper until dark. During more than four months after its opening, the boathouse was closed for only two days for repairs and alterations. Otherwise, it was a beehive of activity with rainy days coming all too seldom for a busy staff to find the needed time for the work of upkeep.

ALTHOUGH the Metropolitan District Commission provided the initial funds for boats and boathouse, it was really Community Service Recreation (a branch of the Greater Boston Community Fund) that managed the sailing program. The success of a municipal boathouse, where sailing craft may be obtained at almost any hour of the day or early evening, should encourage other cities which have the needed water facilities to promote similar ventures. The emphasis at Boston was on taking youngsters off the crowded streets to a new type of playground; the Community Sailing Association proved that, if boats are available for the general public, the response of the citizens will be more than sufficient to take care of upkeep and other expenses.

EVINRUDES FOR '42!

Evinrude announces a complete line of nine models for 1942. Many engineering refinements make these, we believe, the finest Evinrudes ever built . . . in every detail they are constructed to still further advance Evinrude's thirty-three years of quality tradition.

Production of these '42 models will necessarily be limited . . . we believe that there will not be enough to meet the demand. But Evinrude's first and all-important job is defense — we are working on that job — and Evinrude facilities useful in defense are enlisted for the duration.

Visit your Evinrude dealer. To help relieve the present shortage many of them offer older Evinrudes, reconditioned and ready to give years of satisfying performance. The 1942 catalog is free — write for it today.

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CHICAGO, U. S. A.
USED BY 33 GOVERNMENTS · SOLD IN 89 COUNTRIES

Heretofore, yachting has been a sport that has meant private ownership and maintenance of boats. In the few cases where sailing craft could be rented by the general public, the boats were so inferior that they were unattractive to the yachtsman whose support is necessary to the carrying out of a program of community sailing. By their coöperation in developing this new field of community recreation, the yachtsmen of Greater Boston have taken a forward step by helping to provide healthful recreation and by spreading the joys of sailing.

SAILING 1,500 MILES OF CALMS

(Continued from page 52)

after I had gone too far to turn back. I probably should not have read any of these warnings once I was under way.

The more I read about the Gulf of Tehuantepec, the less inclined I felt to spend a week lolling around its curving shore line, which is, in effect, what the official advice amounts to. "The safest course is to hug the shore," the directions said, "whether going north or south, but particularly when north bound." I had decided to stay out at sea and make a straight run of the 280 miles from Champerico, on the Guatemala coast, to Sacrifice Hills at the Mexican end of the Gulf.

When, therefore, the long swells which are emphasized in the literature on the Gulf began to be felt, and when the sea took on that ghostly pallor which the fiction writers insist upon as the prelude to a great upheaval of Nature, I was certain that we were in for it. When the birds vanished, I was convinced that the danger was grave. To be just, the chick gulls are not a feature of the formal literature on hurricanes but I had seen them and I sensed in their disappearance an extra warning.

THEN the wind began to increase steadily. Down came all the fancy sail devices or, at least, the balloon jib was taken down and the mainstaysail was put in its regular place. Still more wind! And there was a fiery red sunset (there's much about that in the books, too — or is it the red dawn that is ominous? One can never stop to get all that Mother Goose business straight when the actual crisis comes, or seems to be coming.) Our speed was up to eight knots and, finally, ten and one-half. A two-night-old crescent moon appeared. The sky was thick with stars. I was at the wheel, listening nervously for that ominous roar which is said to presage the Tehuantepecer. Still nothing happened. It slipped on to midnight, and to the New Year.

Finally, I realized that we were to have no hurricane. An ideal crossing of the outer edge of the Gulf was ahead of us. When we took our readings, we found that we were making the best time of our passage. From sunset to sunset we covered 202 miles! Within a few hours, we were drawing near the Sacrifice Hills Lighthouse. Perhaps Tehuantepec had considered us too insignificant to bother with! We were past the most dreaded spot of the voyage without the slightest mishap or discomfort and we were within 235 miles of Acapulco.

We ran into some calm spots but they were not extremely bad. Besides, we were no longer in a state of dread about the Tehuantepec business. So we idled along, not worrying much about our dwindling water supply and amusing ourselves by gaffing huge turtles (for soup and steaks) and by trying to get pictures of dozens of gulls fighting for resting space on the tremendous logs and ship's timbers that drift down that coast in such surprising numbers. For two days, we diverted ourselves by using the club topsail with good effect.

On the morning of January sixth, eighteen days out, we entered Acapulco's palm-bordered jewel of a harbor. We planned to rest for a few days and tidy up the boat after more than a month of steady pushing along.

While we were waiting for the officials to come aboard, I looked at my "Sailing Directions," page 106, to refresh my mind on what was ahead of us in the Gulf of California. If Tehuantepec had seemed alarming, this foreword was hardly reassuring. But Tehuantepec had been amiable; might not the Gulf of California be likewise? However, this is what I read:

"In addition to storms, the scarcity of ports and of good anchorages, the lack of well-traveled sea routes, and other factors unfavorable to navigation, three general conditions, which become increasingly important the farther north a vessel goes, make navigation dangerous in the Gulf of California. These conditions are: (1) the unusual tidal range, (2) the absence of swell or breakers to mark isolated dangers, and (3) the velocity of the tidal currents."

Nevertheless, Gulf of California, here we come! And we plan to go to your northernmost part, and study the tidal currents in their very making at the mouth of the Colorado River. We are a small boat, Gulf, and we hope you will consider us beneath your consideration and fury — as Tehuantepec did. We are Greeks, too, in spirit, and don't believe half the things the Government prints about you!

Kent Hitchcock

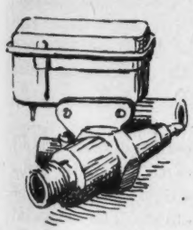
Part of the South Coast Marine Supply Company's store, Newport Beach, Cal. Though much pleasure boat equipment will not be manufactured after January 1st, retailers' shelves are unusually well stocked for this time of year

"DON'T GIVE UP THE SHIP!"

(Continued from page 46)

That, of course, is bad and is about the worst blow the boat and boat supply industry has had yet. But, as far as what you and I and all the rest will need for 1942, it's not as bad as it sounds. Even in a normal year, a considerable percentage of the fitting out season's requirements of turnbuckles, blocks, water pumps, fittings and accessories of all kinds has been fabricated by January first. This year the big jobbers, principal dealers, and even many of the yards and smaller local suppliers have stocked up heavily. True, the "big fellows" have been handling a great many defense orders, but they all have priorities which go on up the line to the manufacturer, so that, with few exceptions, everything ordered under a priority rating is manufactured under it. Even commercial fishermen and other commercial vessels get priority ratings on replacement and repair parts. In other words, in spite of the copper regulations, there is a good supply of brass and bronze fittings on hand which, so far, stands earmarked for yacht use only. We must say, however, that the question of how much stuff small yards and retailers who ordinarily buy directly from manufacturers will want to buy from jobbers makes the combined picture somewhat uncertain. Needless to say, there will be a bit of a problem as to whose order to fill but the individual buyer willing to pay list price will probably fare best. Get your orders in early.

The Engine and Engine Parts situation seems to vary considerably with various manufacturers. They, of course, are having trouble procuring many of the various items that make up an engine. However, here again priority ratings move all the way up the line and anything the engine dealer and service man has in stock will stay there until a non-priority buyer comes along; or, if sold to fill hurry-up orders, it will be replaced under priority ratings. Most of the engine manufacturers have more defense business than we boat owners ever supplied but we found at least one prominent manufacturer who is filling his normal volume of pleasure boat orders for new engines along with it and expects to be able to continue to do so. Others are not so hopeful but, again, dealers and manufacturers' stocks of parts can take care of a great many individual requirements. Here's hoping we don't all need the same part.



Propellers are one item we hardly dared inquire about in rounding up this survey. However, we found that orders have been filled right along, even without priorities. The big dealers and distributors seem to have been putting a good many dollars and, possibly, even some bank credit, into propellers. So, if you need a new wheel, don't assume that you can't get one. Then, too, we've seen some badly battered wheels go into the reconditioning shop looking hopeless wrecks and come out like new.

Waterproof plywood is another material which has gone into defense production in mile-long lots. The mills are still rolling it out a little faster, however, and the word we get is that it will be available to individual buyers in small lots.

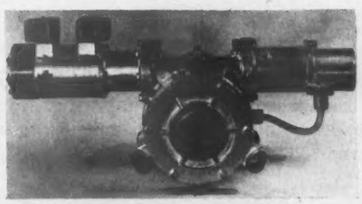
PANISH CONTROLS

THE ENGINES ON THE NEW 83' COAST GUARD CUTTERS

THE LAST WORD IN REMOTE CONTROLS

The **U. S. Coast Guard** selected **Panish Controls** for forty new Patrol Cutters, because the **Panish Control System** accomplishes **split-second** maneuvering with definitely foolproof operation. The maneuverability of these big cutters is spectacular. The pilot can operate both engines simultaneously in any direction entirely by feel, using but one hand. His maneuvers are executed with speed, precision and complete elimination of the human element.

A NEW METHOD
A NEW CONTROL
A NEW RESULT



PANISH REVERSE GEAR OPERATING UNIT

1. **Small** and **compact, powerful** and **noiseless** in operation.
2. Permanent, **flange type mounting** on **side of reverse gear housing.**
3. Reversible for **right** or **left hand installation.**
4. Unit does **not obstruct inspection and adjustment openings** of reverse gear.
5. Power Unit **coupled permanently** to reverse gear operating shaft.
6. **Automatic mechanical overload protection** for reverse gear and power unit.
7. **Controlled torque output** adjustable and permanently maintained.
8. **Instantaneous and automatic release** of thrust load **without backing off,** after reverse gear has been engaged in AHEAD or ASTERN.
9. Reverse gear **positively held in engaged position while thrust load is removed.**
10. Reverse gear is **fully engaged** irrespective of **variations in angle** of movement required on operating shaft.
11. Power unit **automatically compensates for any change** of operating angles in either direction.
12. No adjustments of any sort required for the end positions of AHEAD and ASTERN. NEUTRAL position only adjustable.
13. Eliminates all end position limit switches, overload clutches, solenoid brakes, time fuses, or other current limiting devices.
14. The Reverse Gear is engaged **positively without jamming** in either direction.
15. Electrically operated from **starting** battery or any other electrical power supply.
16. Motor cannot be stalled.
17. High mechanical efficiency and low current consumption.
18. Maximum operating time per maneuver is from three-fifths to one second for FULL AHEAD to FULL ASTERN and from one to two-fifths of a second for NEUTRAL to AHEAD or ASTERN.
19. **Instantaneous emergency hand operation** without the need of uncoupling the power unit or any other preparatory operation.
20. The unit **declutches itself automatically** when the reverse gear is operated by hand.

PANISH CONTROL STATION

1. **Single lever** controls both **Reverse Gear** and **Throttle.**
2. **Twin levers** for twin engines arranged for **one hand** operation.
3. **Finger-tip** control at **any speed.**
4. Either **mechanical** or **hydraulic** throttle operation with either **single** or **multi-point control.**
5. Mechanical or hydraulic operation of throttle, optional at any time.
6. One **single type of remote Control Station** for both **mechanical** and **hydraulic** throttle operation and single or multi-point control.
7. Control levers **mechanically locked** and **electrically interlocked with reverse gear operating unit.**
8. **Throttles cannot be opened unless** reverse gear is **fully engaged** in either direction.
9. Operation of the Reverse Gear is indicated at remote Control Station in three ways — **it can be seen; it can be heard;** and **it can be felt.**
10. Construction all bronze and extremely rugged.
11. **Immune to rough handling and definitely fool-proof.**
12. **Low-battery warning signal** provided at remote station.
13. Automatic **elimination of magnetic compass interference.**
14. Splash and rain proof. Immune to temperature variations.
15. All interior parts accessible through large hand hole cover.
16. Arranged for horizontal mounting near steering position.
17. Large, ten screw mounting flange for water-tight installation.

OTHER PANISH PRODUCTS:

Remote landing gear controls for aeroplanes

Remote controls for direct reversing diesel engines

Hydraulic throttle actuators

PANISH CONTROLS

BRIDGEPORT • CONNECTICUT

—don't "Go Off the Deep End" in the matter of Propeller-Shaft Bearings!

If your present bearings are Cutless Rubber, don't replace them just because they have already *exceeded* the service of conventional types.

Remember, you may get 5, 10—even 12!—times the bearing life with rubber. Long after other bearings fail, Cutless Rubber goes right on, giving you carefree service. Chances are your present Cutless Bearings, though slightly worn, will outlast brand-new average-type bearings. What's more important, they'll probably see you through the present emergency which is taking virtually our entire production for defense needs.

There's a good and sufficient reason why you get much longer service with Cutless Bearings. They're scientifically designed to obtain every advantage from the best of all known materials for marine bearing service!

Cutless Rubber is *firm* to support many times the shaft weight, *slick* (when wet) for lowest possible co-efficient of friction, *soft* to protect the shaft against grit, and *tough* to resist destructive substances present in all water. Gritty materials are simply pressed into this soft rubber, rolled into water grooves and washed away.

So, don't consider makeshift substitutes for your present Cutless Bearings! Even though there may seem to be quite a little play between bearing and shaft, remember —*softness* is an important characteristic of Rubber Bearings. Consequently, *play does not necessarily indicate wear.*

Just be sure you get *all* the service for which Cutless Rubber is famous!

LUCIAN Q. MOFFITT, INC.
Engineers & National Distributors
AKRON, OHIO

B.F. Goodrich *Cutless*
PROPELLER-SHAFT BEARINGS

That's the situation as we sum it up today. OPM, of course, has the power to freeze stocks of raw materials and even finished goods. What new regulations may be necessary, we do not know. But, fortunately, paint and varnish, the one essential for fitting out that everyone needs, is the surest bet of all. And no force, within or without the country, can freeze the hearts of people to whom rest and relaxation on the water will mean more this year than ever before. *Don't Give Up The Ship.*

WHEN YOU'VE BOUGHT YOUR FIRST BOAT . . .

(Continued from page 73)

When the current is setting you hard against the float, cast off your stern lines and, with the boat pivoting on her bow, kick hard ahead on the engine with the wheel toward the float. Unless the wind or current is extremely strong, the propeller will force the stern outward until you can let go your remaining lines and back out into the stream. If, for any reason, this procedure is not feasible, move the boat by warping lines around the corner of the pier and start off from a more favorable position. Don't hesitate to make use of warps; there is nothing lubberly about them.

Every yachtsman ought to know something about knots and splices. If you know but one knot, this one should be the bowline. It can be made to serve almost every purpose for which a knot is required, and it will not jam or slip. The square knot is also useful. The clove hitch and the round turn with two half hitches are handy.

The splices you should know are the back splice, eye splice and short splice. They are easy to learn. The back splice is used to make a finish for the end of a rope. The same thing is accomplished by whipping the end of the rope with twine. Cow-tailed rope's ends are always the mark of a landsman. They look sloppy and they are wasteful of expensive cordage. The eye splice is used to make a neat permanent bight in the end of a rope. This is neater than a bowline but it is no stronger and takes longer to make. The short splice joins the ends of two ropes. It makes the rope thicker, but this is seldom of any moment. If you want to keep the rope its normal diameter, you must use a long splice; this is complicated, wasteful of rope, and of slight utility to most yachtsmen.

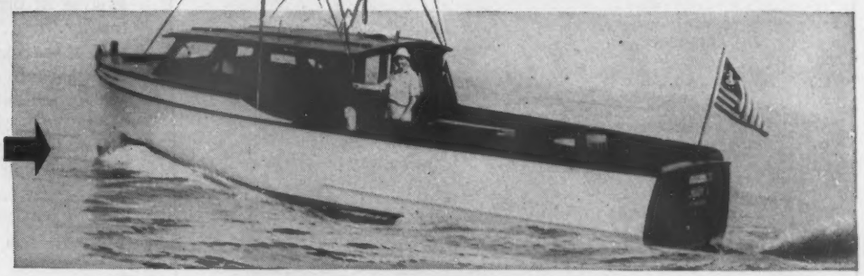
If you venture out of your home port, or if you live in foggy country, you must have a working knowledge of "piloting." You should be able to find your way about "blind," using only compass, chart, and the simple piloting instruments. Modern mariners' compasses are marked both in degrees and points. The degree system is the newer and is the better because it is mathematical; you can add 10° to 15° and get an answer, 25°. If you have an old compass which is not marked in degrees, your instrument dealer will put in a new card and overhaul the compass at the same time for a charge of about four dollars. Then you can forget the points, except as convenient marks to steer by after you have laid your course in degrees.

The chart is a nautical map, sold at cost by the government. It is marvelously accurate and complete. At the least, it is your "road map." When you have learned its simple abbreviations and symbols, you can use it almost as if it were a scale model of the actual land and water. The chart has on it a number of "compass roses" which give true and magnetic directions. To determine the direction from any spot on the chart to any other spot, you have only to lay the straight edge of your parallel ruler, protractor or triangles (these are all used for the same thing and you can choose the instrument you happen to like best) across both points and then transfer the line joining them to the nearest compass rose by means of the instrument.

If we all could have gyro-compasses, setting and steering courses would be easy. Unfortunately, most of us have to put up with magnetic compasses, and this somewhat complicates piloting as we have three kinds of courses to deal with — true, magnetic and compass courses. The magnetic compass needle points not to the geographic north pole but to the north magnetic pole, which is a considerable distance from the pole. The difference between the two directions at any spot is "variation," and the variation is marked on the compass roses on the chart. All we have to do is read off the direction and the amount of the variation.

There is a second compass error, "deviation," a deflection caused by the magnetism of the ironwork in the boat. This changes for every heading of the vessel, and is different in every vessel. The only way to determine it for all courses you will steer is to have a "deviation card" made up. This is quite simple but there isn't room here to describe how it is done. Or, if you prefer, you can hire an expert for about $25 to set little magnets around your compass to "compensate" for deviation. On some vessels,

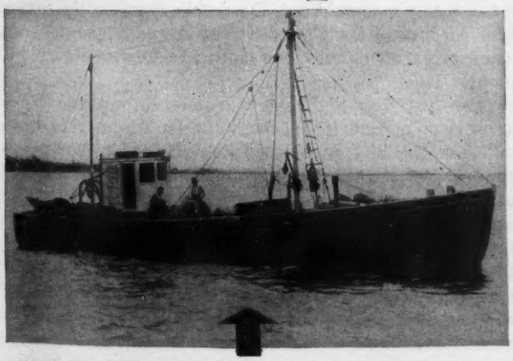
MACK POWERS THEM ALL!



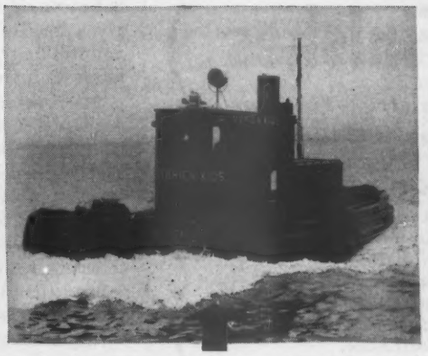
"JUDY X"—A smart little sport fisherman that trolls 10 and 12 hours at a stretch. Her 405 Y direct drive Mack Diesel delivers the power—and economically too! Owner, Geo. Glazer, Perth Amboy, N. J.

"BOB—CLIFF"—45 feet of floating pleasure with a 125 h.p. Mack Mariner Diesel. Low operating costs permit extended cruising. Owner, H. A. Miller, Marblehead, Mass.

"MARGARET II"—38 ft. cruiser built by Graves at Marblehead, Mass. A sturdy boat that was designed and built for off-shore cruising. The Margaret II has accommodations for a captain and ample quarters for a party of four and is powered by a 125 h.p. Mack Mariner Diesel.



"ELVA"—56 feet in length and built "to take it." So is her 605 W Mack engine—in fair weather or foul. As a dragger, size for size, few if any boats are bringing in more fish.



"O'BRIEN KIDS"—The O'Briens know marine engines after 30 years in the tow business. That's why after 18 months operation of their first Mack engine they bought another Mack, a 605 W, rated 100 h. p.

"SUNOMA"—Hails from Seattle, Washington. Fishing Salmon is her job. Power—a reliable Mack Mariner model 519 W fitted with 3 to 1 reduction gearing. Size 46' x 12'6" and drawing 5'6" water.

Mack
DIESEL MARINE POWER

MACK Mariner Engines range from 65 to 140 horsepower—conservatively rated, on a continuous duty basis. 4-cycle efficiency. Lanova combustion system. Direct factory branch service at 28 tidewater and 14 fresh-water ports.

MACK MANUFACTURING CORPORATION
Marine Engine Division, Long Island City, N. Y.

MACK MARINE ENGINES ARE A PRODUCT OF THE BUILDERS OF WORLD-FAMED GASOLINE AND DIESEL-POWERED TRUCKS, BUSES AND FIRE APPARATUS

FISHER ☆ ☆ RESPONSIBILITY ☆ EXPERIENCE ☆ VERSATILITY

for DEFENSE

. . . the resources, skill and experience of Fisher Boat Works, Inc., with "the most complete yard on the Great Lakes," is being utilized temporarily in defense work. Below is pictured the 110-ft. U. S. Navy submarine chaser, PC-453.

AGENCIES
CHRIS-CRAFT RICHARDSON
GAR WOOD
COMPLETE BROKERAGE DEPARTMENT

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STORAGE—REPAIRS

ELEVATOR AND MARINE RAILWAY UP TO 250 TONS

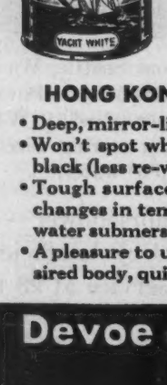
TEXACO GAS DOCK
MARINE HARDWARE—PAINTS
JOINER AND MACHINE SHOPS
SPAR BUILDING AND RIGGING

"The Most Complete Yard on the Great Lakes"

Fisher Boat Works Inc.
DETROIT
WILLIAM F. FISHER, *President* RUSSELL J. POULIOT, *Vice-President*

Devoe Yacht Finishes

Masterpieces of Paint Chemistry—Finishes You've Always Hoped for. Including:



DEVOE YACHT WHITE
- True white—won't turn yellow
- Color-fast—all season through
- Stays bright—self-cleaning
- Not discolored by harbor gases
- Won't check or crack; fewer burn-offs
- Easy-working—quick-drying—consistently good performance

HONG KONG SPAR VARNISH
- Deep, mirror-like gloss
- Won't spot white or let wood weather black (less re-varnishing)
- Tough surface—withstands excessive changes in temperature and continued water submersions
- A pleasure to use . . . easy brushing, desired body, quick drying

Devoe & Raynolds Co., Inc.
NEW YORK, N. Y.

deviation may be as much as 20° on some headings. Obviously it is important that you know the extent of the deviation.

In laying a course on the chart, first get its true bearing from the outer (degrees) disk of the rose. To the true bearing, add the amount of variation indicated if it is west, or subtract it if it is east. This gives you the magnetic bearing. Now, to find the course you must steer by compass to make good this magnetic course, you must have a deviation card of some kind. Go into it at the indicated magnetic course and read off the amount and direction of the deviation. When you have applied this to the magnetic course, the result is the compass course.

In restricted waters, such as in most of our harbors, bays and sounds, you will always know (in clear weather) just where you are merely by looking at prominent objects alongshore. In more open water, you can readily "fix" your position by taking bearings on prominent objects. To take a bearing you use a simple little instrument, the "pelorus." As the pelorus bearing is a compass bearing, you must convert it into a magnetic bearing so that you can draw it on the chart. The procedure is the reverse of finding a compass course, except that you must remember that when you go into your deviation card you must use the deviation for the direction in which the ship's head is pointing by compass, *not* that of the bearing! By taking two bearings on different objects as close together *in time* as possible, you can plot two magnetic bearings on the chart; their intersection is the spot where your ship was at the moment.

THERE are various types of bearings you can take, some using two or more objects alongshore, others using one object on which two sights are taken with an interval between them. To use bearings effectively, you must know the speed of your ship or the distance she travels in a given time. A practical method of measuring speed is by engine tachometer. Or you can use a taffrail log, a distance measuring device trailing over the stern.

When caught out in fog, use your lead line. By taking soundings with it, you will be warned if the water shoals. In most places, your foghorn will warn of the nearness of shore as you will hear echoes, unless the coast is quite flat. The traditional markings of the lead line are impractical for small yachts and a better idea is to put marks on the line which anyone can read directly.

Every yacht should be kept as such. There is no excuse ever for a dirty, slovenly boat. If you find the upkeep of vast expanses of varnished "bright work" too burdensome, paint it over. But keep the paint well scrubbed. Lazy yachtsmen think painting is an easy way to avoid hard scrubbing. This is costly in the end as the successive coats get thick and lumpy, crack, and have to be burned or scraped off down to the bare wood. Periodic scrubbing keeps the boat looking her best and, in addition, keeps the paint from getting too thick.

Please don't think that you can become a seasoned yachtsman in any way except by going out and running your boat. Sailors are not made on dry land nor are they made by studying things out of books. This does not mean, of course, that you should not, if possible, enroll in the courses given free by the local unit of the United States Power Squadrons. And you will find that every yachtsman needs a nautical reference library, and refers to it frequently.

After a season or so, you may find that your once enthusiastic friends begin to lose interest in your boat. If you should find it hard to round up a crew, the local office of the Boy Scouts will be delighted to put you in touch with a group of Sea Scouts. These young men, who are between fifteen and twenty-one years old, almost invariably make skilful, willing, companionable crews. They will, in return for occasional cruises, undertake to relieve you of some of the wearisome aspects of boat owning, such as scrubbing, polishing and machinery overhaul. Many of them are better seamen than the average yachtsman, especially in such fields as knotting and splicing, rowing and piloting.

In yachting circles there are a few taboos in behavior. If you really want to be unpopular, try operating an outboard motor for lengthy periods around the mooring, especially late at night and early in the morning. Or try running a fast boat through the anchorage. If you simply *must* tie up to a strange mooring, vacate when the man who pays for it comes along. It's queer how many so-called yachtsmen refuse to do so. And don't wear gold stripes on your coat sleeves or a gold strap across the front of your yachting hat; these are the emblems of professional mariners. Gold uniform coat buttons are permitted by the regulations of some clubs, but are not generally worn by yachtsmen.

MY last piece of advice is that you join a yacht club. You will find in your locality one that will best suit your tastes and your pocketbook. Look them all over first, however, so that you don't find your boat the only cruiser in a Snipe fleet or the one day sailer in a squadron of deep water cruising boats. A common interest is what holds the membership together. Your share in that interest will determine your place in the community of yachtsmen which you have chosen.

AN IMPORTANT RACING DECISION

(Continued from page 68)

The question, then, is not: Did *Sea Urchin* sail more to leeward in relation to the wind? Rather, it is: Did *Sea Urchin* sail to leeward of her proper course?

Let us, however, go further. Consider the following case: Yacht A, running free on the port tack, is overtaken to leeward by Yacht B. *After* B has obtained an overlap, A jibes and then luffs. Now, although A is luffing *in fact* and as luffing is defined in Rule 29 (2), she is bearing away *under the rules*. Such luffing has always been construed as "bearing away out of her course to hinder the yacht passing to leeward" whenever the question has arisen. That is the construction all yachting tribunals have put on the act and that is recognized yachting law in this country today. (*Nyria* v. *White Heather*, Y.R.A., 1922, Case 6; *Su Su* v. *Endrick*, Y.R.A., 1908, page 153.) But *is* such an act an alteration of course to sail further *off* the wind as "bearing away" is defined by the Executive Committee? On the contrary, it is altering course to sail more nearly *into* the wind. We see now why the rulemakers did not attempt to define "bearing away" in the rules.

It now becomes evident that the definition of "bearing away" which led to the exoneration of *Sea Urchin* under Rule 30 (C), has three serious objections:

1. It creates a conflict between Rules 29 (7) and 30 (C).
2. It will not stand up under the test of the cases above cited.
3. It results in completely ignoring Rule 1.

But there is a further most harmful result of this decision briefly referred to previously. Remember that to violate Rule 30 (C), the Executive Committee holds that you must do two things: You must alter course to sail further off the wind *and* you must have desire to hinder your opponent. Consequently, you may be filled with intense desire to hinder some particular opponent and, finding yourself in the same relative position to your rival as was *Sea Urchin* to *Red Hed*, you may carry him "for a ride" if you wish by simply holding a *straight course past the mark*. Obviously you are not violating the rule, for you are not "bearing away." Moreover, you can even "bear away" if you wish, for by the decision you are not on your proper course after reaching the mark, and accordingly cannot bear away out of it. So, you are footloose and fancy free. You can do anything you wish, subject only to acting in such a manner that your opponent can easily respond to your maneuvers; for he, as overtaking yacht, must keep clear. This, of course, is a complete *Reductio ad Absurdum*; and is such a travesty on yacht racing that obviously no one would think of doing it. Unfortunately, it also is a travesty on the Racing Rules, for most certainly they do *not* say this, even though the Executive Committee (unwittingly, we think) says that they do.

We submit, therefore, in view of the above, that when a yacht being overtaken to leeward, finds herself to leeward of her proper course, whether this be due to a change in the direction of the wind or of the proper course itself, and does not haul up to that proper course, she is *bearing away out of her proper course* and must be disqualified under Rule 30 (C).

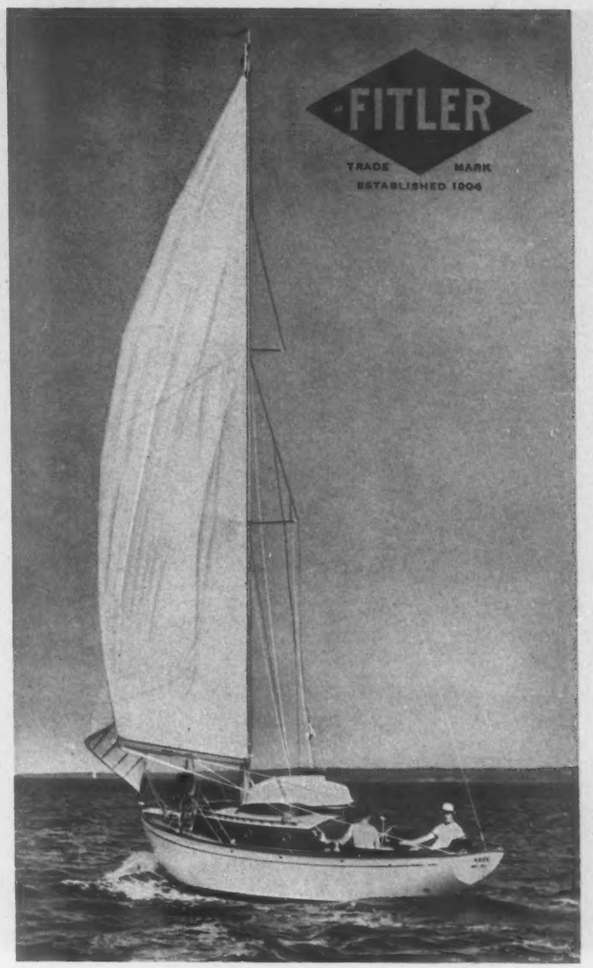
Rule 31 — Room at Marks

We have quoted heretofore the "tagging out" theory which was one of the activating motives in the decision rendered. It was felt that to require an inside overtaken yacht to adhere to her proper course at a mark, would call for an instantaneous change of course on her part from free to full and by; and that, accordingly, the outside yacht could "tag out" the inside yacht every time. If the statement in the decision that "Rule 31 . . . does not apply in this case" is correct, then such fears are entirely warranted. But is it true that Rule 31 does not apply in this case?

This rule, in substance, requires an outside yacht to give an inside yacht room at a mark provided they are actually overlapped upon reaching the mark. The relative position of *Red Hed* and *Sea Urchin*, upon reaching the mark, complied in every respect with those requirements. Rule 31, therefore, *did* apply, for this is precisely the type of situation it was designed to meet. *Red Hed* could not possibly "tag out" *Sea Urchin* without violating Rule 31. *Sea Urchin* was thereby fully protected in making her rounding but, failing to see this, the Executive Committee, in its earnest efforts to protect the sacred rights of an overtaken yacht, decided that she did not have to round the mark at all.

"ARRANGEMENT OF THE RACING RULES"

The decision speaks of "the arrangement of the Racing Rules" and goes on to say that "at positions A5, B5, . . . *Sea Urchin* was still able to claim the rights under Rule 30 (A), of a yacht being overtaken." Quite true. But what about her *obligations?* Not a word is said as to them. A right-of-way yacht is not footloose and fancy free. Clause (K) is the *last* clause of Rule 30 but it imposes certain *obligations* upon the right-of-way yacht in each of



ATTENTION!

YACHTSMEN AND BOAT OWNERS

FITLER HAS DEVELOPED A DEFENSE BRAND SISAL BOLT ROPE which is made of yarns finer in size than those used in ordinary rope. It contains special lubrication and waterproofing preservatives to counteract the action of water on the fibres.

This new Defense Brand Sisal Bolt Rope is uniform in size; smooth; easy to handle; and will run freely through the blocks. FOR ADDITIONAL INFORMATION SEE YOUR DEALER.

Under O.P.M. General Preference Order M-36 and amendments thereto—pleasure yachts, sail boats, motor boats, etc. are excluded from the category of persons to whom sale of Class A and Class B Manila rope may be made.

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FRANKFORD, PHILADELPHIA, PA.

Manufacturers of Quality Rope for Over a Century

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the preceding nine clauses. Liberty of action does not confer complete lack of restraint. Nor do we believe that the position of the first clause, A, of Rule 30 "in front of all the other clauses of that rule" confers upon it any "added emphasis" beyond that which follows from its wording.

OTHER ASPECTS OF THE DECISION

It must be kept in mind that *Sea Urchin* was exonerated of violation of Rule 30 (C) because she did not "bear away" and because she had no "desire to hinder" *Red Hed*. It must further be kept in mind that *Sea Urchin's* rounding of the mark was not merely moderately poor but that it directly and eventually resulted in five yachts getting past *Red Hed*. And lastly, it must be remembered that the decision implies, in fact it practically states, that *Sea Urchin* was under no obligation to round the mark at all or to sail a proper course *after she reached the mark*.

Thus far we have primarily attacked the decision as a complete misinterpretation of Rule 30 (C) in the light of the rule upon which it is based, namely, Rule 29 (7). But what about 29 (7) itself? Is it only a definition? No! Rule 29 contains mandatory as well as definitive clauses. In stating that "when there is any doubt, risk of collision is to be presumed to exist," the last paragraph of Section 5 *imposes* an *obligatory* course of procedure upon two yachts approaching each other. So, too, the next to last paragraph of Section 6 — Overtaking — imposes the burden of proof upon the late overtaking yacht. The last paragraph of that section is a statement of yachting law, not a definition. The same is true as to the very last clause of Section 7 itself.

It says unmistakably that you must prove the justification for a "more leeward course." Suppose, however, a yacht cannot prove such justification. Is she to be exonerated because the rule is headed "Definitions" and because it does not say in so many words that the penalty for failure to prove justification shall be disqualification? Surely not.

Such a conclusion utterly ignores three other rules. Rule 14 says: "A yacht shall be amenable to Part 2 of the Racing Rules" from the preparatory gun until she has finished. Rule 29 (7) is in Part 2 of the Racing Rules which comprises Rules 14 to 42, both inclusive. Rule 35 says: "If a yacht, through failure to observe any of these rules, shall foul another yacht or cause other yachts to foul, she shall be disqualified." Rule 43 says: "A yacht infringing any of these rules, . . . shall be disqualified." Now, if you are sailing a "more leeward course" than that prescribed by Rule 29 (7) to be applicable to the given conditions, and if you cannot prove justification for so doing, are you acting in a manner amenable to the Rule? Are you not failing to observe it, and must you not, therefore, be disqualified as Rule 35 clearly directs? And lastly, are you not infringing it and violating it in the most flagrant manner possible by ignoring it completely and treating it as a "scrap of paper?"

If, then, Rule 29 (7) does require justification for a "more leeward course," was such justification proved? We cannot tell from the decision inasmuch as that point was not mentioned. We do, however, have the evidence presented by the Race Committee in its Findings of Fact and Decision. What do these say relative to this point? We offer three quotations:

1. "The Committee found no 'conditions of tide or circumstances' justifying A's poor rounding."
2. "Neither of these facts could possibly be said to justify A's more leeward course, and the absence of intent or desire to hinder did not seem to the Committee adequate excuse for a poor rounding."
3. "That as a direct result of the poor rounding of A, A and B fell from approximately 5th and 6th places to next to last and last in a fleet of 11 yachts."

We submit that in view of the above evidence, *Sea Urchin* did not prove justification for her more leeward course and must, therefore, also be disqualified under Rule 29 (7).

INTERPRETATION OF THE RACING RULES

The fundamental significance of Rule 1 seems to have been completely overlooked. It contains two mandatory clauses of great import. First, it says that the decisions of the Race Committee *shall* be based upon the rules, as far as they apply. The word "shall" is mandatory. The Race Committee may not ignore it and make promiscuous use of Rule 1. It can have recourse to Rule 1 *only* when all other rules fail to apply or, if applied, would cause a grave and obvious miscarriage of justice. Second, it says: "The Race Committee shall keep in view the ordinary customs of the sea, and discourage all attempts to win a race by other means than fair sailing." These two phrases combined set forth the principle that in so far as possible the rules shall be interpreted as they are written but that, if their wording or application in any given situation creates a doubt, that doubt shall be resolved in accordance with the ordinary customs of the sea and with fair sailing. Nor should it be overlooked that if a protest is filed under one rule, and at the hearing the evidence shows that a rule other than the one alleged to be breached was violated, it is the duty of the yachting tribunal consider-

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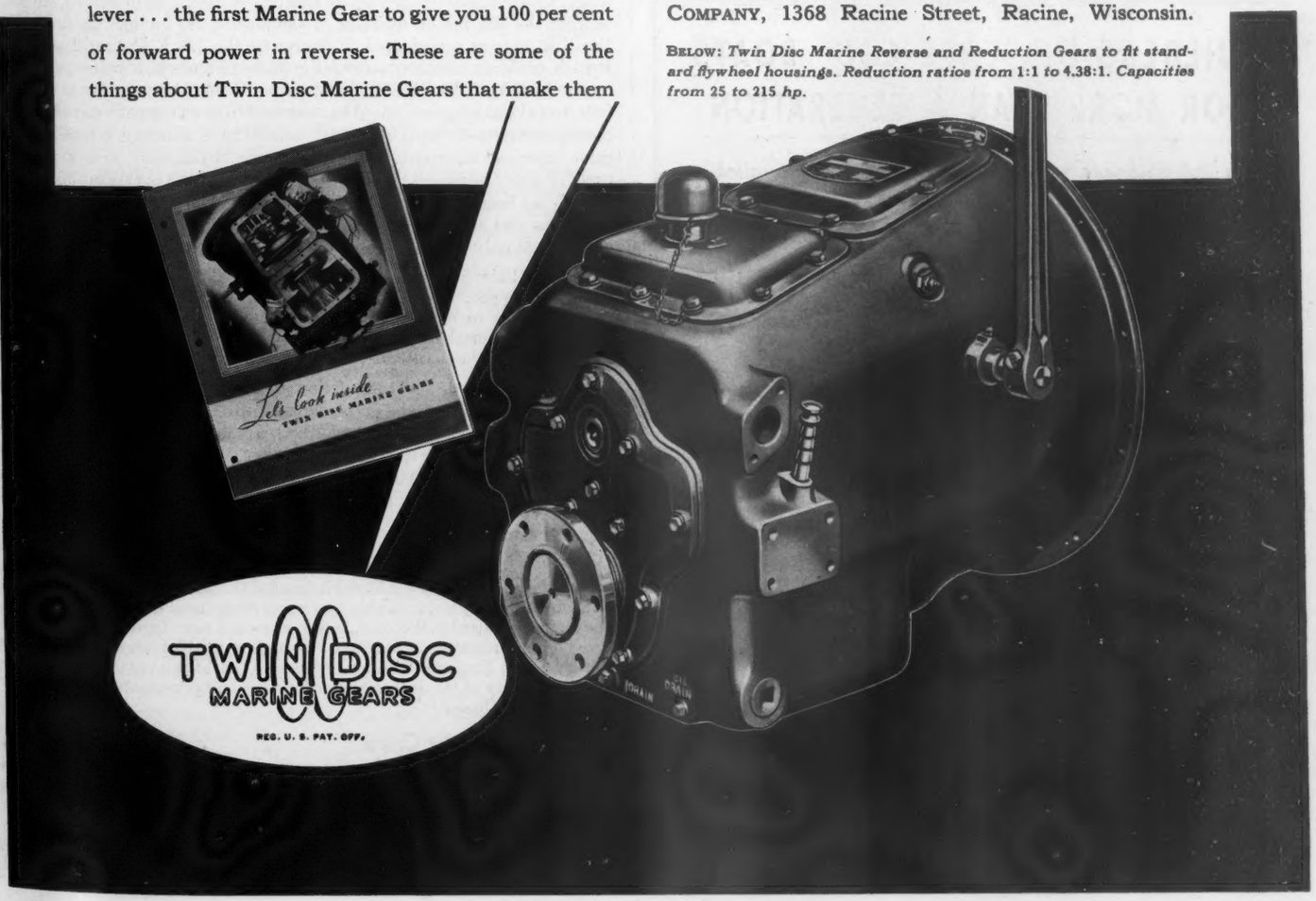

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ing the case to take cognizance of that fact and to base its decision on the facts established by the evidence.

We submit that where apparently there is a conflict between two rules (such as we believe we have shown has been *created* by the Executive Committee itself between Rules 29 (7) and 30 (C), any doubt as to which of two or more possible interpretations is to be adopted should be resolved in favor of that interpretation which most nearly upholds the "fair sailing" and "ordinary customs of the sea" provisions of Rule 1. This, we submit, the Executive Committee has failed to do in this instance. We further submit that if there is a reasonable interpretation of the words "bear away" which eliminates all conflict between the rules, then we must adopt the interpretation which avoids that conflict and which makes the rules dovetail as they were intended to do. And last, in fleet racing, for a yacht overtaken and overlapped to leeward at a leeward mark to fail, without justification, to haul around the mark and adhere to her proper course but, instead, to take her opponent "for a ride" is not fleet racing but is team racing. Such conduct is neither "observing" Rule 29 (7) nor is it *fair sailing*.

CONCLUSIONS

In view of (1) the text of the Racing Rules, (2) the decisions already cited, and (3) the authorities hereinafter referred to, we submit that the intent and requirements of Rules 29 (7), 30 (C) and 31, in so far as they apply to this case are as follows:

1. Rule 29 (7) obligates a yacht overtaken to leeward to sail a proper course for the duration of overtaking conditions.
2. Rule 29 (7) requires a yacht which is to leeward of her proper course when being overtaken to leeward, to prove justification for her more leeward course. Failure of such proof must meet with disqualification as specifically required by Rules 35 and 43. Such failure to sail her proper course may be:
   a) failure to assume the course defined to be proper, or
   b) sailing a course that bears away from that proper course once she has been on it.
3. The words "must never bear away out of" in the first sentence of Rule 30 (C) should not be interpreted as requiring an alteration of course to sail further off the wind, but as *sailing a course to leeward of the proper course*. Only in this way do Rules 29 (7) and 30 (C) dovetail as they were intended to do.
4. The words "to hinder" in Rule 30 (C) must be interpreted to mean "so as to hinder" and not "with desire to hinder." It is the act and fact of hindering which is vital and not the invisible vagaries of any skipper's mind.

It is unthinkable that the London Conference of November 4–5, 1929, dominated as it was by the British and by the American delegates, intended to alter the established meaning of the phrase "to hinder" as evolved by the Y.R.A. over a period of 53 years; by the I.Y.R.U. for 22 years; by British yachting commentators for goodness knows how many years; and by the New York Yacht Club for 42 years. We feel certain that none of the four American delegates would have agreed to any change in wording of the bearing-away-to-leeward rule that would have changed completely the prior American interpretation of the phrase "to hinder" so as to result in proof of a mental process rather than the *effect* of the overtaken-to-leeward yacht's *act* becoming the determining factor. One of the American delegates was and still is a distinguished lawyer. In law, mental intent is capable of proof only by one's words or acts.

5. Rule 31 always applies when two yachts are about to pass a mark and are legally overlapped. The outside yacht may not "tag out" the inside yacht which must be given room. The inside yacht, however, must make a reasonable rounding of the mark in order not to be found guilty of sailing "a more leeward course" without justification.

Thus interpreted, the rules follow a simple, logical process based on common sense, fairness and good seamanship. As interpreted by the Executive Committee, Rules 29 (7) and 30 (C) are made to conflict one with the other; and they violate the basis of all other rules, namely Rule 1. We submit that these unfortunate results are not the fault of the Racing Rules but are due solely to this decision.

AUTHORITIES AND PRECEDENTS

That the reader might not have his trend of thought interrupted by citations, we have purposely, and with only two minor exceptions, avoided them thus far. The questions raised in this case, however, are not new. In many instances they have been adjudicated by yachting tribunals of final jurisdiction, both in this country and in England. It seems pertinent, then, at this point to offer in summary form a few of the authoritative decisions and precedents upon which our conclusions are based.

Rule 29 (7) — Proper Course

The genesis of our present Rule 29 (7) is in the four resolutions of the Council of the Y.R.A. adopted on April 1, 1910, the last three of which together are identical in wording with present Rule 29 (7). These resolutions set forth the Council's interpretation of the meaning of the words "proper course." Resolution "(a)" was the pertinent statement that "any course whatever is a proper course until overtaking conditions commence." This reveals unmistakably that

the word "proper" as originally used meant precisely what it should and ordinarily does mean, i.e., the opposite of improper. In N.A.Y.R.U. Appeal No. 2, *Alerte* v. *Freida* it was held: "There is no proper course at any time except during the existence of overtaking conditions, Rule 29 (7)." It follows, as a corollary, there *is* a particular course that *must* be sailed when overtaking-to-leeward conditions exist, and that that particular course is the one designated by Rule 29 (7) to be proper. When, therefore, *Sea Urchin* failed to harden up and adhere to her changed proper course at the leeward mark, *she sailed a course that bore away from her new proper course*, thereby violating not only Rule 29 (7) but also the first sentence of Rule 30 (C). When the Executive Committee, then, says that there is no obligation to sail a proper course, they also are uttering the manifest absurdity that one may sail a course that is improper under the rules.

Rule 29 (7) — "Desire to Hinder" — Rule 30 (C)

What precedent have we for disputing the doctrine of the Executive Committee that both "bearing away" *and* "desire to hinder" are necessary for violation of Rule 30 (C)?

On August 19, 1929, occurred the *Andiamo-Istalena* foul (N.Y.Y.C., 1929 Report of Race Committee, page 13). The 1929 N.Y.Y.C. bearing away to leeward rule in effect at that time was identical in wording with the first sentence of present Rule 30 (C), with the exception of the inclusion of the words "out of her proper course" in present Rule 30 (C).

Andiamo, overtaken to leeward just after luffing around the leeward mark, was disqualified for bearing away and causing *Istalena* "to bear away 1½ points to avoid a collision, which at the time prevented her from passing to leeward." The facts as stated in the report of the case show that there was an *entire absence* of *intent* on the part of *Andiamo* to hinder *Istalena*. *Andiamo* bore away "in order to gain headway and get her sails full." It was the *act* of poor handling of *Andiamo* in rounding a mark that hindered *Istalena*.

Now if *both* actual bearing away to leeward, together with intent to hinder must be present in order to breach Rule 30 (C), as stated by the majority opinion in *Red Hed* vs. *Sea Urchin*, then the *Andiamo-Istalena* case was wrongly decided. It is our considered judgment, based on a recent and, we believe, thorough search of precedents to date, as well as of the evolution of the bearing away rule of the New York Yacht Club from 1850 onward, that *Andiamo-Istalena* was correctly decided, and that intent is no more a factor in determining whether the first sentence of present Rule 30 (C) has been breached than it is in the case of a violation of any other Sailing Rule.

Rule 30 (C) — Bearing Away and "Constructive" Bearing Away

There are two kinds of bearing away in yacht racing law, first, an actual alteration of course more to leeward, and second, a constructive bearing away even though there be no actual alteration of course more to leeward. "Constructive" bearing away is an act or failure to act that in itself is not bearing away but that legally *constitutes* bearing away and is properly imputed to a yacht as the result of her conduct. Even luffing may constitute bearing away in certain contingencies. It has been claimed (1) that there is no such thing as a "constructive" bearing away; (2) that the words "to bear away" mean a maneuver just opposite to "to luff"; and (3) that because the definition of luffing is "A yacht is luffing when she so alters her course as to sail a course more nearly into the wind" (Rule 29 (2)), she cannot be held to bear away unless she actually alters her course more to leeward of the course she is sailing.

If the reader will refer back to the subheading "*Rule 30 (C) — first sentence*," he will remember that the two English cases there cited held that luffing *may* in reality constitute bearing away so as to hinder. Both of the British cases are cited on page 81 of *The Sailing Rules in Yacht Racing*. Thus we see that for over thirty years the doctrine of constructive bearing away has been recognized.

In the American case of *Rainbow* vs. *Yankee* (N.Y.Y.C., 1936 Report of Race Committee, page 10; Affirmed on appeal by the Committee on Racing Appeals, January 22, 1937; cited and commented upon in The Sailing Rules in Yacht Racing, Rev. Ed. 1940, pages 77–80), the decision stated "that it is not an unreasonable alteration of course for the overtaken yacht to jibe where, at the commencement of the jibe, the overtaking yacht is clear astern in her wake *and such jibe does not require any alteration of course by the overtaking yacht.*" (Author's italics.) Is it not clear that if the overtaking yacht, after establishing an overlap, had been forced to alter course to avoid a collision on account of the jibing of the overtaken yacht — let alone a luffing after such jibing — that the overtaken yacht would have been disqualified? And under what rule would she have been disqualified? Under one rule and only one rule could such disqualification have been meted out, viz: Rule 30 (C).

Is it not obvious, then, that "bearing away" does not *always* mean to alter course "to sail further off the wind?" Is it not indeed obvious that it *cannot* be so interpreted under conditions such as those discussed above? If one were permitted to jibe and then luff an opponent *after* he had obtained an overlap to leeward, one could in that event "tag him out 100 times out of 100."

In the November 18, 1938, issue of *Yachting World*, page 499, Major Heckstall-Smith, then editor of that publication, presented a reader's problem identical with the issues involved in *Red Hed* vs. *Sea Urchin*, as follows:

A was overtaken to leeward while running before the wind on the starboard tack. The leeward mark was designated as X; the mark at the end of the ensuing leg, which was a close reach also on the starboard tack, was designated as Mark Y. The question asked was: "If A doesn't luff after passing the Mark X, and sails on before the wind, is B allowed to claim that A infringes the rule 30-C that stipulates: 'A yacht must never bear away out of her proper course to hinder an overtaking yacht passing her to leeward'?"

The Editor replied: "Yes, you are right. On the first course, towards X, A's duty was not to bear away to leeward of the Mark X; and on the second course, towards Mark Y, A's duty was not to bear away to leeward of Mark Y."

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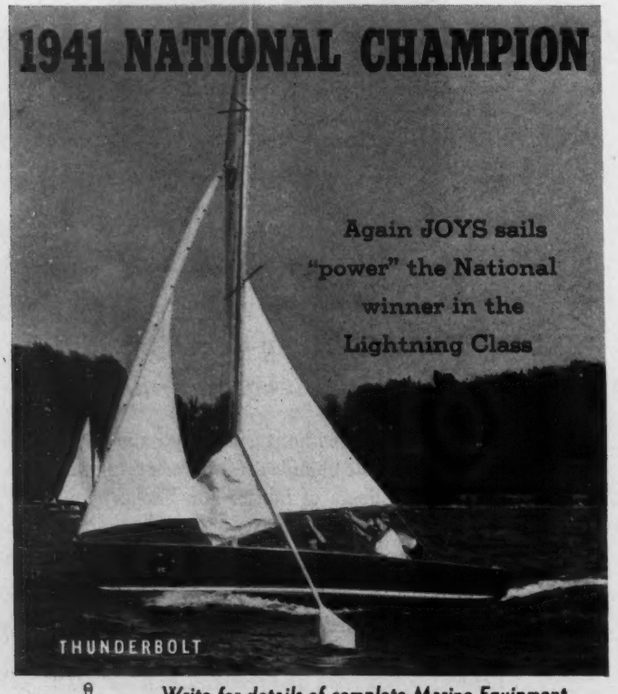

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(Continued from page 50)

shown in Fig. 7. If the mainsail is to pull, it must further deflect the air which has already been somewhat deflected by the foresail, thus inclining the force F_2 further aft.

As a boat falls off the wind, the advantages of a large height-to-foot ratio decrease. In fact, on a broad reach or a run, the sail no longer acts as a deflector but rather as a disturber of the air flow. The air diverges as it approaches the sail and curls about each edge as shown in Fig. 8. Under these conditions, it makes little difference whether the area be distributed out along the foot or up along the mast.

Although the pointing ability of a boat depends on many factors, the effect of the height-to-foot ratio is probably the most fundamental. It sets a definite maximum on the possible windward performance of the boat from the moment the designer sketches in the proposed sail plan. Good hull lines and a nicely setting suit of sails will make it possible to attain this inherent maximum — but you can't beat it.

Somehow, this thought comforts me as I go up forward on our old gaff-rigged ketch to get a better look at the fleet, fast fading to windward.

NAVAL SMALL CRAFT IN NATIONAL DEFENSE

(Continued from page 44)

building ways, additional structural shops and storage buildings. The Consolidated Shipbuilding Corporation's experience with several 110′ harbor tugs prepared it for its later contracts for large steel sub-chasers. With this considerably increased work load and lighter type construction, it was forced to extensive rearrangements to permit prefabrication prior to keel-laying to minimize the time of these vessels on the building ways.

Robert Jacob, Inc., with its first steel construction of recent years, completed its program of small harbor tugs and is now engaged in the building of four motor mine sweepers as well as additional harbor tugs. The experience with the first tugs is speeding up production of the later ones and the present progress with the wooden vessels attests this yard's experience with wooden construction. Henry B. Nevins, who, in addition to the building of motor mine sweepers has prepared the specifications and type plans for these ships and is now completing working plans, has his construction work facilitated by the addition of a three-ship shed. The Wheeler Shipyard, at Coney Island, has nearly completed a number of bomb targets and the Wheeler Shipbuilding Corporation, at Whitestone, New York, has laid the keels for simultaneous construction of twelve motor mine sweepers, with an additional four such vessels under lend-lease, all well under way. This simultaneous construction is an adaptation of the production line to outside work. The Hiltebrant Dry Dock Company, of Kingston, New York, has already launched half of its motor mine sweepers and has begun work on two 110′ sub-chasers. The progress of this yard probably results, in part, from experience with sub-chasers built during the last war.

The Greenport Basin and Construction Company has recently delivered the eighth and last of its coastal mine sweepers and has work well under way on its twelve motor mine sweepers. The extent of this work necessitated the erection of two boat sheds, new buildings, and a bulkhead to provide additional space for fitting out. Closer in on the north shore of Long Island, the Jakobson Company, at Oyster Bay, has construction of two steel-hulled, 165′ mine sweepers under way. On the south shore, at Freeport Point, the facilities of the Freeport Shipyard are fully occupied in completing the last of five 45′ crash boats and building more recently awarded small buoy tenders. And so it goes, all over the country.

Among the more recent builders are the Elscott Company, of City Island, which is using the location of the former Wood Yacht Yard for the construction of four patrol boats for training service at the Naval Academy. An additional two of these craft are well under way at the Hutchison Boatworks at Alexandria Bay, New York. The William Edgar Johns and Associates, Inc., of Rye, have work well started on a number of 50′ motor launches. The Abrams Company, of Huntington, Long Island, and the Julius Petersen Company, of Nyack, have begun construction of two 110′ sub-chasers each.

In providing officers to command these ships and men to man them, to keep the engines in operation and to fire the guns, the Navy has a tremendous personnel problem. To insure that the combatant units of the ever growing fleet, with their larger weapons and more powerful and complex machinery plants, are manned by regular line officers, experienced petty officers and seasoned bluejackets trained by actual service in such ships, the Naval Reserve Force is being called upon to provide the bulk of the officers and men for the coastal defense fleet.

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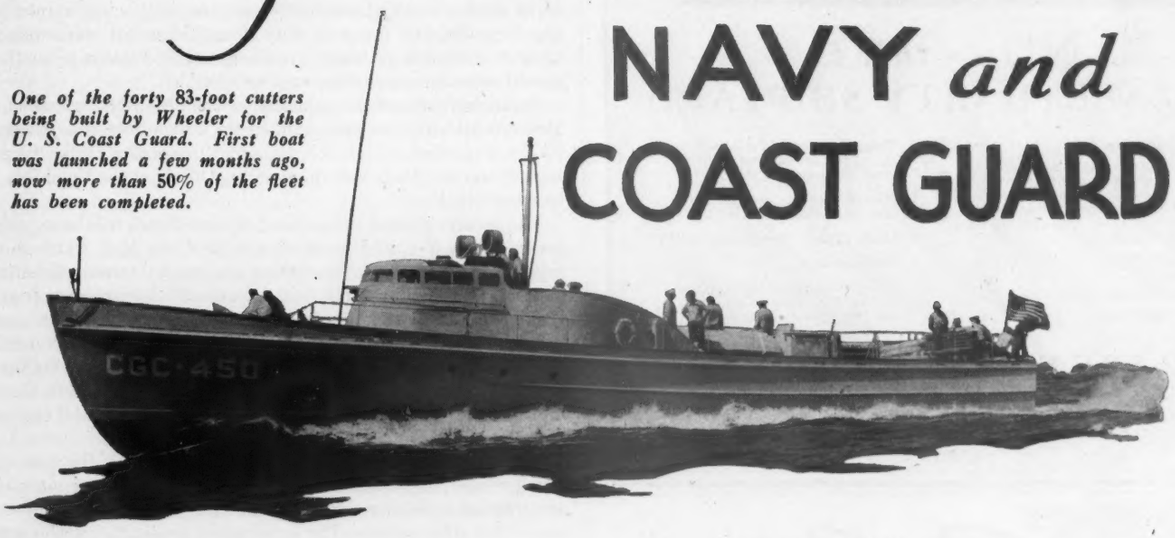

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who have kept active their Reserve status since their discontinuance of regular service, and younger officers who took advantage of instruction and training in naval arts in R.O.T.C. units. Enlisted Reserve personnel of longer service consists mainly of regular petty officers who, upon completion of their regular service, continued in the Fleet Reserve.

The original number of officers has been greatly augmented by the appointment, since the beginning of the program, of many new officers on the basis of individual qualifications through previous Naval, Merchant Marine and private experience in navigation and ship handling or machinery operation. In addition, recent legislation provided for the appointment of Midshipmen, U. S. Naval Reserve. To actuate these provisions, a class of enlisted men in the Naval Reserve, designated as V-7, has been established for the procurement of prospective candidates for appointment as Midshipmen, U.S.N.R. To qualify for enlistment, unmarried men who are citizens between the ages of twenty and twenty-eight must pass physical requirements for Ensign, U.S.N.R., and possess B.A. or B.S. degrees from an accredited college or university. Upon the completion of a preliminary course, qualified candidates recommended for appointment become Midshipmen, U.S.N.R., and are given an additional three months' course at the same station to which originally assigned, half being trained for engineering duty and half for deck duty. Candidates not recommended may, at their own request, be transferred in an enlisted status to another branch of the Reserve for which they may be qualified.

Following successful completion of the prescribed course of instruction, Reserve Midshipmen are qualified for a commission as Ensign D-V (G), E-V (G) or DE-V (G), U.S.N.R., which designates Deck Officer, Engineering Officer, and Deck and Engineering Officer of the Volunteer Reserve for General Service.

The greater part of the enlisted reserve forces will be supplied from the general Class V-6, and the more specific Class M-2, which is composed of experienced men of offshore fishing and coastal vessels: fishermen, yachtsmen, all men having small boat experience. Assignments from this latter group are usually in home districts. Non-commissioned ratings up to and including Chief Petty Officer are given immediately upon enlistment to those men specifically qualified. Upon enlisting, men under the Class M-2 are sent to section bases in their Naval Districts, where they undergo a short course of indoctrination into Naval procedure and customs.

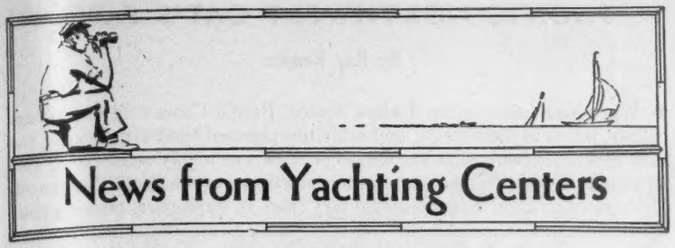
THE basis of assignments to specific small craft in the case of officers is usually experience in similar ships (in the case of the commanding officer) and training in similar ships, either before or after receipt of orders, in the case of the other officers. The usual age of those officers who served in such vessels during the last war makes them now too senior for command of one of these units. Their experience is more valuable at training bases or in broader assignments. Where they are enlisted under Class M-2, described above, enlisted men and petty officers are automatically qualified by general experience in small types of ships. Where they must be taken from the general group, it is not always possible for the entire crew to be trained by service on board small vessels, so that in these cases experience must be received on board the new ship. In so far as is possible, retired ex-service men, or men of long experience, are assigned the Chief Petty Officer berths to have the key enlisted posts filled by old hands.

When orders are prepared for the complement of each new ship, advantage is taken of established training facilities and the engineer officer and leading petty officers of the engineers' force are sent to schools at the plant where the engines are being assembled. Officers for mine sweepers are sent for training courses in sweeping to the school nearest their prospective final assignment. Small ship officers are not always sent to special schools for instruction in gyro operation, or the more complex fire control, since time available usually does not permit this degree of specialization for small ship service, nor does the equipment ordinarily warrant it.

The remainder of the crew not undergoing special instruction is assembled at a section base, where it is trained aboard similar vessels in operation while awaiting completion of the new ship.

Shortly before the completion of each new vessel, the officers and leading petty officers are ordered to duty at the building yard. Such ship's personnel assists the permanent inspection force and can become thoroughly familiar with their new ship before her completion. The opportunity of witnessing tests of all machinery, apparatus and equipment is particularly valuable in impressing the prospective operating force with the capabilities and limitations of the vessel and in furnishing a background of intimate familiarity with each part of the ship before she goes to sea. The experience gained by making the trial trips provides instruction and training in actual operation under way, so that the new crew can take over when the ship is completed. This precompletion period also gives the new captain an opportunity to study the leading men of his crew, establish his ship's organization, and have his ship "shaken down" before he takes her to sea.

The opinions and assertions contained in the accompanying article are the private ones of the writer and are not to be construed as official or reflecting the views of the Navy Department or the Naval Service at large.



MASSACHUSETTS BAY FLASHES

By Ed Earle

▶ "Yachting as usual" was the keynote of the annual meeting of the Thirty-Square-Metre Association at the Union Club, Boston. This meeting, a barometer of the coming season, was attended not only by owners of the famous long-ended, narrow-mainsail "Squeaks" but by John R. C. McBeath and Frank P. Munro, chairmen of the race committees of the Eastern and Corinthian Y.C. respectively, and by Lieutenant-Commander Alexander ("Sandy") Moffat, former flag officer of the Boston Y.C., and Lieutenant (j.g.) E. Arthur Shuman, Jr., yacht designer and former Thirty-Square-Metre ace. Alfred E. Chase, of the Eastern Y.C., was elected president; Daniel E. Watson, former commodore of the Corinthian Y.C., was named vice president; and E. Sohier Welch, owner of *Evanthia II*, was made secretary-treasurer. The executive committee for the coming year includes, in addition to the flag officers, Edwin Ginn, of the Beverly Y.C., John S. Lawrence, owner of the season champion *Moose*, and Lincoln Davis, Jr., whose *Roulette II* won both the Roosevelt Bowl and the Eastern Ladies' Plate.

▶ The conclave of noted yachtsmen brought out the basic points that yachting is still going on in England, that the "Thirties" are still racing in Sweden, and that the boats too small for naval service should be raced in U. S. A. waters. Yacht racing will serve not only as recreation for men in the service but will help develop better seamen among the younger set. The mined water limits in both Marblehead and Boston Harbor will be practically the same as last season. President Chase decried any defeatist attitude in yachting; others agreed that small boat racing should go on as vigorously as ever.

▶ A new schooner type dragger, 102′ over all, is being developed by Eldredge-McInnis, Inc., for a Gloucester syndicate headed by the well-known Captain Ben Pine of the international fisherman races. Her construction has been started at James' Yard, Essex, Mass. Another Diesel-powered dragger from Eldredge-McInnis plans is being built by the Bristol Yacht Building Company, South Bristol, Me. The keel has just been laid and she will be four feet longer than the *Doris Eldredge*, recently completed for William Eldredge of New Bedford, by this yard.

▶ The ninth of the trawlers for F. J. O'Hara & Sons, Inc., designed by Eldredge-McInnis, Inc., and built by the Maine Shipyards Corp., South Portland, Me., was launched on December 12th. She is an 82-footer and will be equipped with the latest fishing-boat appliances. She will be named *Villanova* and will soon join the others of the "Collegiate Fleet" which include the *Boston College*, *Trinity*, *Georgetown*, *Holy Cross*, *Notre Dame*, *Fordham*, *Ave Maria* and *Queen of Peace*. A contract for the new police patrol boat, from the designs of this office, for the Metropolitan District Commission of Boston, has been let to Carl N. Beetle of New Bedford. Eldredge-McInnis, Inc., also reports the sale of the Chris-Craft cabin cruiser *Mary V* to Samuel Hodgson, of Concord, N. H., for use on Lake Winnipesaukee. She was formerly owned by W. C. Bowditch, of Brookline and Marblehead.

▶ Massachusetts Bay yachtsmen are winning steady commendation from the regular Coast Guard officers for their tireless coöperation in the Coast Guard Auxiliary in the First Naval District. An educational program for Auxiliary members and all persons interested in maritime affairs, with lectures every Tuesday evening at the Boston Mechanic Arts High School, has been inaugurated.

▶ The 45′ Alden schooner *Waterfowl* has been bought by John H. Nichols, of Medford, from Captain Fenner Ball, of Providence, through the office of John G. Alden. *Waterfowl* will be used in Massachusetts Bay next season. J. Malcolm Mooney, of Columbus, Ohio, has bought the 58′ Alden schooner *Syren IV* from Stanley W. Bolster, of Boston. She was fitted out at Graves' Yard, Marblehead, and left recently for Florida for the winter.

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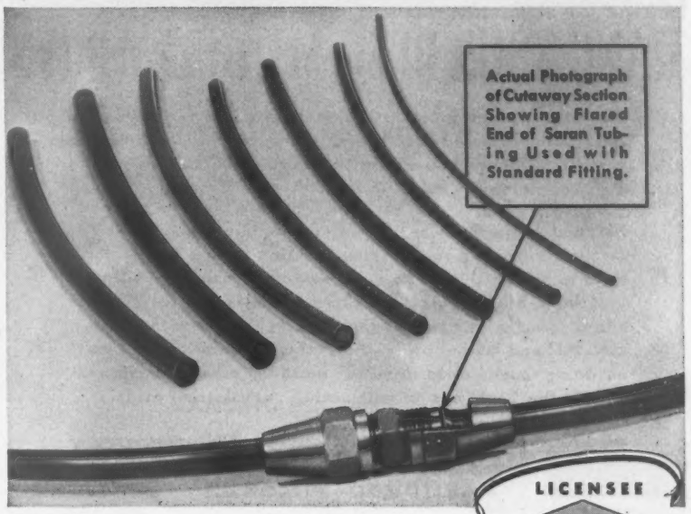

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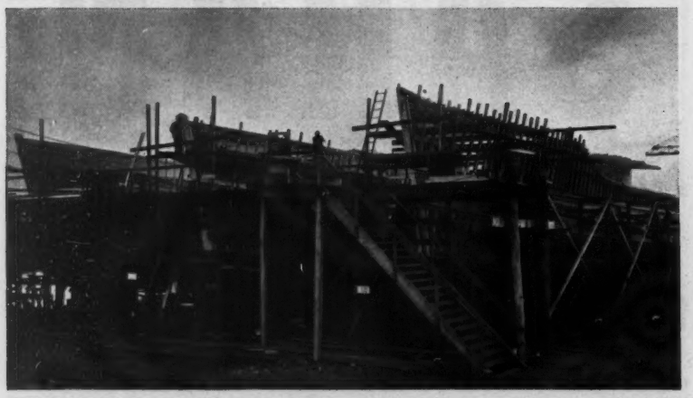

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PACIFIC NORTHWEST CAT'S-PAWS

By Ray Krantz

▶ When war came to the United States, Pacific Coast folk took things calmly, much in their stride, and activities pursued their usual course, the only difference being that the tempo of work was highly accelerated. This situation was particularly true on the waterfronts of the Pacific Northwest.

There is no need to conceal the fact that, in large part, pleasure craft construction in the Pacific Northwest has come to an abrupt halt. It would be strange, indeed, if it were otherwise. As in other sections, the industries catering to the requirements of yachtsmen have found themselves busy with military activities.

▶ Three Tacoma shipyards were scheduled, on December 18th, to launch four of the U. S. Navy's new 135′ YMS type wooden mine sweepers, the first launchings of these new vessels by shipyards of the Pacific Northwest. Since general details of these vessels and their launchings have already been published in the daily press, there seems no logical objection at this time to publication of this news. *YMS-133* was launched on December 18th by Western Boat Building Company, Tacoma; *YMS-125* and *YMS-130*, at the J. M. Martinac Shipbuilding Corporation; *YMS-129*, at the Tacoma Boat Building Company. In future months, many more of these vessels will slide down the ways of Pacific Coast shipyards.

▶ Edwin Monk, Seattle naval architect and author of books on boatbuilding, reports the picture changing these days. He has supplied designs for two new 52′ harbor patrol boats which are to be built by the Washington Boat Works, Seattle, for the U. S. Coast Guard. Twin Chrysler Royals will power them. Mike Shain's Trimmerships yard, at Seattle, is building two of these 52-footers, from the designs by the yard; the engines are to be twin Chris-Craft motors. All four boats were under construction in December and all were to be delivered within ninety days from the time of letting the contracts.

▶ "Joe" Patton, well-known yachtsman and member of the Queen City Y.C., recently joined the N. J. Blanchard Boat Company, at the same time retaining his Seattle Marine Equipment Company business which represents Kermath and other makes of engines. The shipyard association was too much for Joseph, it appears; a Kermath Sea Mate engine and sufficient materials being available during a lull in other work, he ordered a 34′ Monk designed V-bottom express cruiser for his own use. Top speed will be about 18 m.p.h.

▶ Edward D. White, Seattle boatbuilder on Lake Washington, is starting a new line of 26′ stock cruisers from Monk designs. The first of the new series has been sold.

▶ T. M. ("Tom") Rowlands, naval architect, has designed a handsome auxiliary in E. R. Simmerer's new 42′ schooner *Kitone*, now being completed at Seattle. She has a beam of 12′ 6″, and draft of 5′ 6″. A Gray Four-22 gasoline engine is used as auxiliary power; the speed under power alone will be about six knots. A low doghouse at the after end of the trunk cabin provides shelter.

▶ New Westminster, B. C., has a yacht club in the newly organized Royal City Y. C. This club is the newest addition to the large number of yachting organizations in Oregon, Washington and British Columbia.

▶ Among a variety of small vessels which have "joined the Army" in the Pacific Northwest recently are the fishing vessels *Western Monarch*, *Defense* and *Balboa*, of the large purse seiner type. They are now known as *Major Clements W. Legge*, *Major Walter Board*, and *Col. Reuben Fain*. The utility vessel *Bohemia* is now *Q-49;* she has a Fairbanks-Morse Diesel. The former State of Washington Fisheries patrol vessel *Gov. Elisha P. Ferry* is now *Q-48*, with a new 165 hp. Gray Diesel, and the 98′ yacht *Clarinda* is now *Major Wallace Trumball*, with Gray Diesel power. The yacht *Mardo*, another addition, is *Q-47;* still another yacht, *Charbus*, is *Q-51;* the yacht *Miss Elizabeth*, an Elco cruiser, is *Q-45;* and the yacht *Robert G. Seymour* is also being finished off at Seattle for Army work. The Western Boat Building Company, Tacoma, delivered the 95′ purse seiner *Col. Leon M. Logan*, originally started as a fishing vessel, to the Army, the power being a 6-cylinder 400 hp. Atlas-Imperial. The Prothero and McDonald yard, Seattle, converted the *Gov. Elisha P. Ferry* and the *Charbus* for the Army; the Barbee Marine Works handled the *Clarinda* job for the Army, and the remaining vessels, *Western Monarch*, *Defense*, *Balboa*, *Miss Elizabeth*, *Bohemia*, *Mardo*, *Weepoose* and *Robert G. Seymour*, were converted for Army duty by the Olson and Winge Marine Works, Seattle. *Charbus* has a Hall-Scott gasoline engine while the *Mardo* has a Hall-Scott Diesel.

Twelve 40′ motor-sailers with 82 hp. Gray Diesels have been built at

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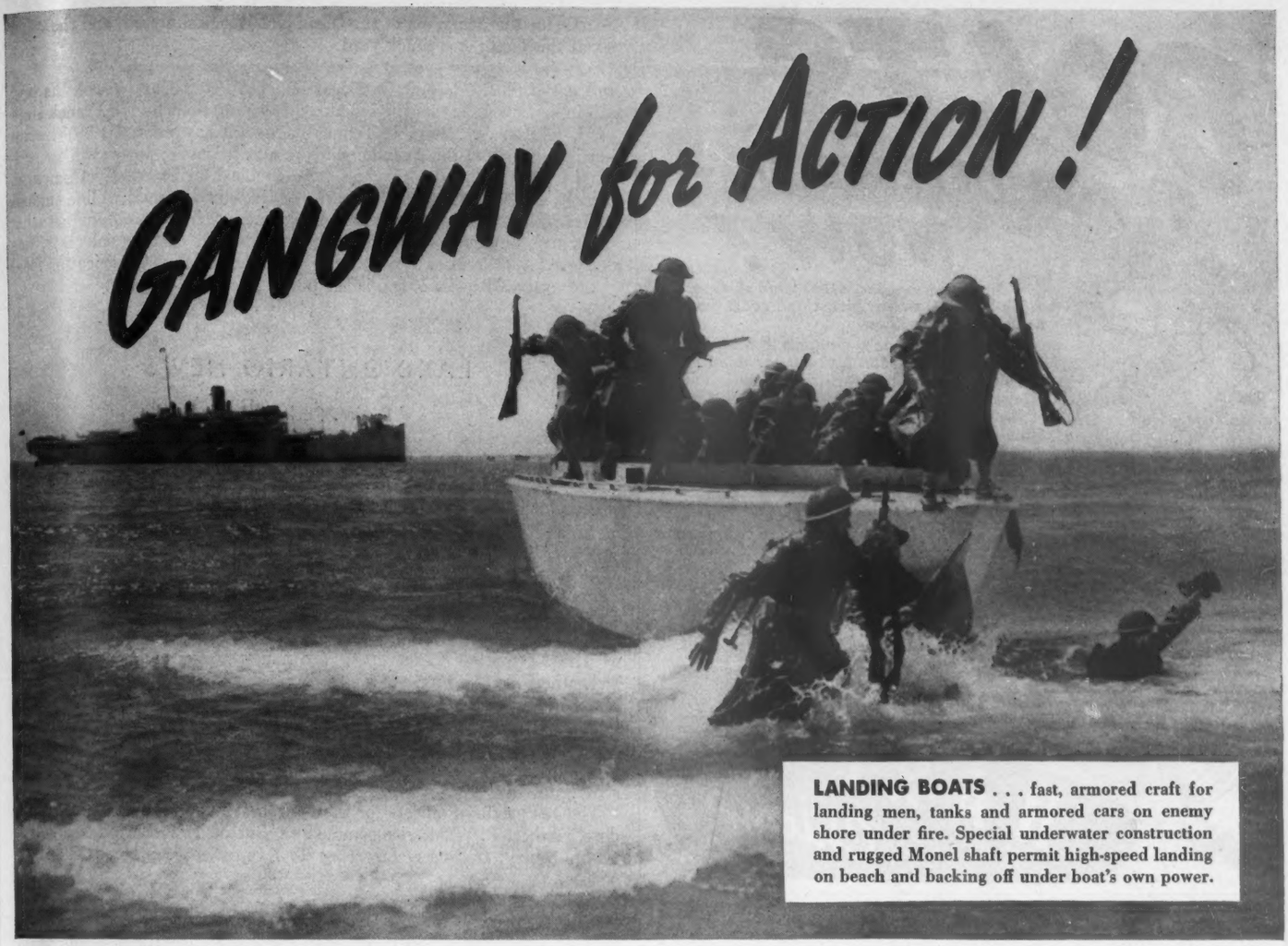

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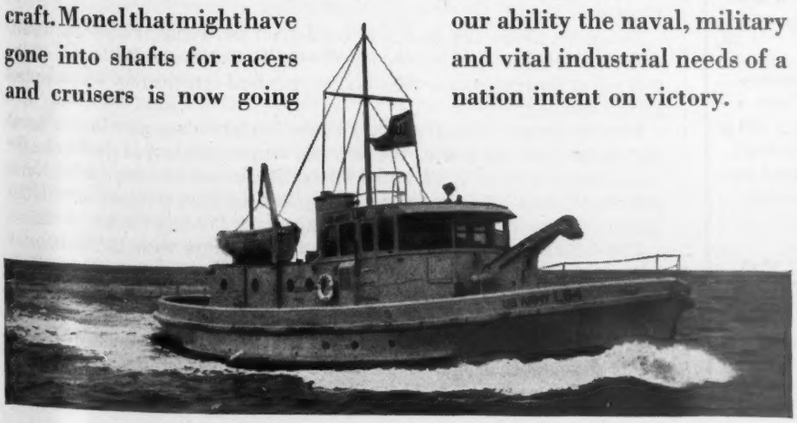

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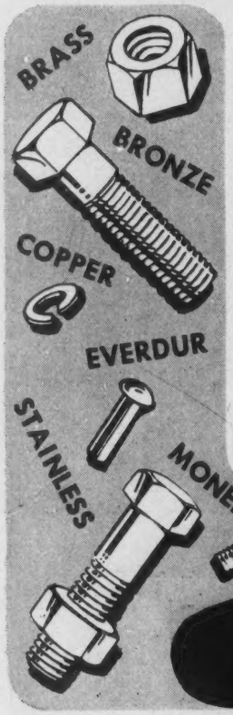

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Seattle for the Army, six at the Olson and Winge shipyard, and the other six at the Victor A. Franck yard.

▶ *Cat's-paws.* . . . Early in December, Dr. Peter Schranz took his first sail in his new 42′ double-ended auxiliary ketch, built by the Franck shipyard, Seattle. . . . John T. Tenneson, Seattle, has ordered a 49′ streamlined cruiser from the Trimmerships yard, at Seattle; power will be supplied by twin Chrysler Crowns. . . . Pacific Marine Supply Company, Seattle, now handles sales and service of Buda Diesel and gasoline engines in the State of Washington and in Alaska. . . . The Shain Manufacturing Company, builders of Trimmerships yachts and commercial craft, has delivered a 38′ cruiser type boat to the U. S. Customs Service for local patrol use; a Chrysler Royal is the power plant. . . .

LAKE ONTARIO NEWS

By W. Peck Farley

▶ Commodore "Orm" Bullis, of the Algonquin Y.C., is at present with the U. S. Army. He is stationed at Bristol, Penn., where he is the senior procurement inspector in charge of radio.

▶ Jack Corris, of the Rochester C.C., is now an officer in the U. S. Navy, working with Gene Tunney in directing recreation. His job so far has kept him in Washington where he has enjoyed some late fall sailing in his Comet.

▶ The Newport Y.C. has instituted a new policy which it hopes will strengthen the fleet as a whole by securing boats more or less evenly matched and avoiding "super-dupers." It is expected that there will be at least 25 Snipes at the starting line for the 1942 series. To the end that Newport may have better sailors, arrangements have been made for a series of winter meetings for lectures and discussion groups on tactics and strategy.

The 1942 slate of officers for the Newport Y.C. is as follows: Commodore, Herbert P. Wahl; vice commodore, Burton E. LeBarron; secretary, Philip Dailey; treasurer, Lawrence T. Ryan; fleet captain, Richard C. Moore.

▶ The Youngstown Y.C. has elected the following officers for 1942: Commodore, Alan Parker; vice commodore, George Johnson; rear commodore, Adolf Haman; fleet captain, Dr. L. B. Hitchcock. Directors for the coming season are: Alan Parker, Chuck Spaulding, Al Hinckley, John Williamson and Harvey Dawrs. A historian has been appointed to make a permanent record of race results and club activities.

This winter, the clubhouse will be kept open on Saturdays and Sundays as headquarters for the Youngstown Trap and Ski Club. It is expected that this venture will bring many members together during the winter with probably as many races "sailed" around the clubhouse stove as take place in the summer on Lake Ontario.

Four more members are now taking the Advanced Piloting Course of the United States Power Squadron.

▶ Rochester Y.C. members held the annual meeting at the clubhouse on December 4th and elected the following to office for 1942: Commodore, William Nevin; vice commodore, Lucius R. Gordon; rear commodore, Jonathan Heinrich; secretary, Thomas A. Sharp; treasurer, Ray W. Staub; corresponding secretary, Philip Farnham; fleet surgeon, Dr. Harold Baker; measurer, Oscar Marth.

Elected to the board of directors for a two-year term were Ed. J. Doyle, Frank McGee and Harold Field; Charles Angle was elected for a one-year term.

Delegates to the L.Y.R.A. will be: John VanVoorhis, Philip Farnham, and Oscar Marth. Lucius Gordon, Newton B. Castle and William Calkins will act as alternates. A revised and modernized constitution was adopted at this meeting.

Five members of the Rochester Power Squadron are now in the naval and military service. During the past year twelve members of the Rochester Squadron have become Advanced Pilots. Three have become Junior Navigators and one a Navigator. Over 30 applications have been made with the Rochester Power Squadron for the Elementary Piloting Class of 1942.

The following have accepted their appointments with the Rochester Power Squadron for 1942: Dr. Charles Boller, Fleet Surgeon; David Bellamy, Chairman Boat Inspection Committee; Clayton Woerner, Chairman Range Committee; Thomas A. Sharp, former Commodore of the Rochester Y.C., has been appointed to the Executive Committee. Daniel M. Beach, Jr., is the new chairman of the board of advanced grades. He is to be assisted by Lowell W. Shields and Herbert Marth.

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MAINE COAST NOTES

By Austin K. Smithwick

▶ A floating dry dock and repair yard costing $4,000,000 will be located in Portland Harbor. It will adjoin the newly completed yard of the South Portland Shipbuilding Company. Two piers, one of 750 and the other of 500 feet, will be built for the joint use of the shipyard and the repair station. The work will be done under Navy supervision and the new company will be named the South Portland Dry Dock and Repair Corp. All facilities of adjoining shipyards will be available for rapid repair of naval vessels. With the completion of the new yard, Portland's transformation into a major naval base will be a reality.

▶ The U.S.S. *Victor*, ninth of a fleet of ten mine sweepers being built by the Snow Shipyards, was launched in Rockland on December 6th. Two submarine chasers are under contract at the yard, which has also become a center for engine installation for sweepers built at near-by Maine yards.

▶ News that a letter of intent has been received by the Bath Iron Works for the building of an all aluminum destroyer comes as no surprise to yachtsmen who have followed the work directed for that company and the Aluminum Company of America by W. Starling Burgess. Several years ago, a hull section of aluminum alloy was built at Bath, christened with the traditional champagne, and taken by flat car to the James River, Md., where it has undergone successful corrosion tests. Later, Mr. Burgess designed and built several small craft of the light metal and, when *Ranger*, Mr. Vanderbilt's successful Cup defender, was launched at the Bath yard, one of her most interesting features was the extensive use of aluminum alloy in her mast and fittings. For several years aluminum has been widely used in the deckhouses and superstructure of the latest destroyers. The Bath Iron Works has kept a model of an all-aluminum destroyer on display in its main office for the past few years. Whether the new destroyer will be built from those lines is a Navy secret but reports indicate that her construction may cause a revolution in the construction of fast war craft. The proposed destroyer will be about 285′ in length, and will have a top speed of close to 52 knots.

▶ The Centerboard Club's December meeting ushered in a series of monthly suppers to be held throughout the winter by that organization of Portland sailors. Movies of a Chesapeake cruise and of ice boating at Red Bank, N. J., were shown by Dr. George Poore who, with Clayton Clough, was co-chairman of the event. Then came a talk by Richard J. Smith, "Winds of Casco Bay," which provoked some lively discussion. Mr. Smith, an official observer from the U. S. Weather Bureau, used a blackboard to illustrate his talk and was aided by many comments from club members who drew on their own experience in fluky winds as well as on their reading of the books of Calahan and Dr. Curry.

Application blanks for the new identification cards being issued by the Coast Guard were issued. It was voted to hold meetings every two weeks until further notice, business sessions to alternate with the monthly suppers. Carl Jensen was named House Committee chairman and Herbert Noyes chairman of entertainment for the January meeting.

▶ *Curlew II*, a 37′ sport fisherman, was launched on November 19th at Pine Point, Scarboro. The new craft, powered with a 100 hp. Gray engine, was built by Ward Bickford for Ernest F. Ginn, of Portland and Owls Head, Rockland.

▶ At Southwest Harbor, Henry Hinckley has added two storage sheds, each 100′ by 45′, to the plant of the Manset Boat Yard. In connection with his contract to build 20 boats for the Coast Guard, Hinckley will operate a 400′ production line.

▶ The L. S. Thorsen Corp. yard, at Ellsworth, is finishing a 200′ by 46′ storage shed. This brings the yard's total storage space to about 16,000 square feet.

▶ Lawrence B. Getchell has been elected chairman of the Harbor Committee of Bar Harbor. The committee's work of the past few years has resulted in the conversion of two abandoned wharves and some dilapidated buildings into a municipal pier where free parking and an attractive information building have proved a boon to visiting and local yachtsmen. In all this work, "Skip" has been a prime mover.

▶ All Maine yachtsmen are requested by Commander Fletcher Brown, U.S.C.G., to obtain and fill out application blanks for identification cards now being issued by the Coast Guard. These cards will be issued after the applicant has been fingerprinted and photographed and has filled out the blank. Information and application blanks may be obtained by making

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contact with the offices of the Coast Guard in Portland, at 477 Congress Street; in Rockland, at the Post Office building; and at the Coast Guard Base in Southwest Harbor. Officers of organized yacht clubs may apply to Commander Brown in Portland for a supply of blanks to be issued to their members. As much of this work should be done during the winter months as possible in order to avoid delay in the spring.

CHESAPEAKE BAY ACTIVITIES

By Bugeye Bill

▶ Members of the Chesapeake Bay Y.R.A. greeted with enthusiasm last month the Naval Academy announcement of its plan to sponsor three days of racing in Academy waters next summer for cruising and racing yachts and Stars. Captain K. C. Christian, commanding the Academy sailing squadron, extended the invitation to Bay yachtsmen at the annual meeting which the C.B.Y.R.A. held at the Rock Hall Y.C.

It will mark the first time the Academy has sponsored open races, although midshipmen have competed with their growing fleet of racing craft for a number of seasons. Captain Christian, who has assumed the duties of Captain Howard Benson, now commanding officer of the battleship *Washington*, put it this way: "This time it will be on us."

The dates set for races are May 17th, June 20th and August 29th. Navy trophies are to be awarded the winners in each of the three events and competition is open to all cruising and racing yachts on the Bay, which will include A, B and C divisions. The C.B.Y.R.A. gave immediate sanction to the events.

▶ In addition to setting up a tentative schedule of regattas for the year, the Association elected new officers. Elected as president was J. Miller Sherwood, of the Gibson Island Y.S., well known Six-Metre and Class C racing skipper. He succeeds Robert W. Wayland, of the Maryland Y.C., who has served ably for two years.

Sig Hersloff, former commodore of the Tred Avon Y.C., on the Eastern Shore, was elected vice president. He had been named earlier in the year to fill out the term of Hugh Henry, Jr., who left for Army duty. New secretary-treasurer is Stanley B. Trott, of the Annapolis Y.C., a post formerly held by Sherwood. Elected to membership on the Advisory Committee were William Heintz, of the West River S.C., and Reid A. Dunn, commodore of the Urbanna Y.C., located on the Virginia Neck.

▶ Another important phase of the meeting was the award of C.B.Y.R.A. high point trophies to six popular racing classes on the Bay. Sherwood's brother John was given the silver bowl for high scoring cruising skipper. His Bounty *Gibson Girl* led 46 cruising and racing yachts which figured in the scoring.

The Star Class trophy went to J. S. ("Bus") Wilford, of Oxford, whose 1,704 points edged out the 1940 winner, "Hank" Wilmer. Clay Gatewood, of Norfolk, with 1,728 points, won the Moth Class prize, while Jack Reckord, young Sparrows Point Y.C. sailor, was given the Snipe prize, his second consecutive win. It was also a second time for Clarke Daniel, of Washington's Capital Y.C., whose *Robert E. Lee* scored 1,778 points for high scoring Comet.

To Lloyd Emory, of the Urbanna Y.C., went the high point prize for Hampton One-Designs. Not only was the 1,865 points of his *Sea Fever* winning score in that class but also the highest of the several hundred boats figuring in the finals.

▶ The close of the Annapolis Y.C. fall series found Joe Nelson, of the Potapskut S.A., skipper of the 45′ sloop *Alsumar*, coming away with a goodly share of trophies. Dr. Nelson won the prize for first in the fleet, first in Class B and two daily firsts. In the third race in which *Alsumar* sailed, she placed fourth.

Highland Light, skippered by Lieut. Comdr. J. M. Thornton, was winner in Class A and third in the entire fleet. The Academy yawl *Intrepid*, with Lieut. M. F. Pavlic as skipper, finished second in the fleet and second in Class B. Pierce Flanigan's *Linganore* won in Class C, while Bill Sneeringer's *Rebel* took the racing division prize.

Among the winners in the smaller classes, which turned out more than 50 boats, were: Dave Gaillard's *Flapper*, Stars; Fred Carlson's *Puddles*, 20-Foot Chines; Jack Jackson's *Bo-Jac*, Hamptons; William Lewis' *Poo-Cat*, Moths; No. 249, Midshipman A. B. Shepard, Jr., Class D Dinghies; and Raymond Barnes' *Skeeter*, Penguins.

▶ William Spicer, owner of the 40′ cruiser *Wee Willie*, has been elected commodore of the Maryland Y.C., with J. Neill McCardell as vice commodore and Albert Rhine, rear commodore. Other officers are: J. Valiant Harrington, secretary; John W. Crowley, treasurer; Edward Warren, fleet

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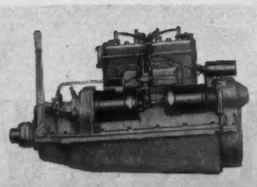

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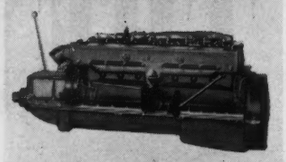

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captain; Nat Sexton, chairman of the sailing division; and Wilbur Marsheck, former commodore, and Howard C. Bregel, members of the board of directors.

▶ Potomac River Power Squadron members in Washington were fortunate last month in hearing a first hand account of the rôle motor torpedo boats are playing in Great Britain's war from a British Naval officer. He is Lieut. Denis Jermain, R.N., a holder of the Distinguished Service Cross.

▶ Potomac River S.A. skippers held their annual dinner and dance in the nautical atmosphere of Washington's Viking Club, formerly known as the Pirates Den, late in November. Both spring and fall series prizes were awarded. Commodore Charles Trammell, Jr., presided.

▶ The Washington division of the Coast Guard Auxiliary, which includes the Chesapeake Bay Western Shore between Annapolis and Point Lookout, recently elected officers to serve during the coming year. Captain is Frank G. Campbell; vice captain is Arthur M. Hahn, and junior captain, M. D. Lamborne, Jr. All are of Washington.

▶ Nineteen Penguins from Philadelphia, Washington, near-by Virginia, Annapolis and Baltimore competed in the Maryland Y.C.'s first frostbite regatta, staged last month off the Baltimore clubhouse. A fresh westerly wind with near-freezing temperatures gave the sailors real frostbite weather in a five-race series for Maryland Y.C. trophies.

Walter Lawson, of Washington, 1941 Penguin champion, won the series handily, his *Potlatch* scoring 133 points. Far behind in points but still second was William Heintz, of Arlington, Va., president of the Penguin Association. His *Judy* scored 76 points.

First sailor from outside the Bay area to finish in the money was Robert Price, of the Mantoloking Y.C., on Barnegat Bay. His *Mary-O* was third with 75 points. Roger Carson and Nat Sexton, local Penguin sailors, were in charge of the regatta which attracted considerable attention among summer yachtsmen who, by that time, had their boats out of the water and under winter covers.

DETROIT RIVER AND LAKE ERIE NEWS

By Walter X. Brennan

▶ Commodore Howard Finch, elected at the annual meeting of the I.L.Y.A., held in Toledo December 6th, to head the organization next year, is already at work on plans for the regatta set for August 8th–13th. Tentative date of the annual spring meeting is March 28th, at Detroit. Dr. Leonard Stack was elected vice commodore and Milton Gallup, rear commodore.

▶ Commodore W. A. Wilson, of the Bayview Y.C., Detroit, who died in November, was the third past commodore of the I.L.Y.A. to pass on during the year. Commodore Wilson headed many yacht clubs and committees during his long service to the sport.

▶ George Naumann, one of the most enthusiastic yachtsmen of the area, has been elected commodore of the Detroit Y.C. He owns a 54′ and a 36′ power cruiser and a 54′ yawl — which gives the club the finest fleet of flagships in its history.

▶ Toledo Y.C. juniors have already set the date for their annual Frostbite Sweepstakes which brings out about 100 sailing craft under 16 feet in length and has become a classic on the Lakes. The 1942 event will be held on June 13th–14th.

▶ Important races of the Detroit Ice Y.C. will be held in February, it was decided at the annual meeting of the organization held December 4th, at the Bayview Y.C. The National Skeeter Association regatta will be held on the first week-end, with Class E craft from Illinois, Wisconsin and Michigan competing. Races for the Gar Wood Trophy will be held on the following week-end.

Large ice yachts of the area will probably go to Menominee, Michigan, for a series of races with the Oshkosh, Wisconsin, club late in January. Jim Ford's big *Deuce III*, which carries nearly 500 square feet of canvas, has been rebuilt, and Rex Jacobs' *Ferdinand*, with 350 feet of sail, has been reconditioned in preparation for the races. John Buckstaff, with his 650-footer *Debutante*, will defend for Oshkosh against the Lake St. Clair I.Y.C. team.

▶ The American Cruiser Co., formerly Liggett Boat Works, of Trenton, Michigan, has laid the keels for two more 110′ sub-chasers. Two are nearing completion.

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NARRAGANSETT BAY GOSSIP

By Jeff Davis (Old Doc)

▶ Much discussion going on here about waves. Was the ferry boat *Wave* that started out from Newport in tow of the 90′ cruiser *Arev* (originally the *Apache*) the *Wave* that Herreshoff built for Uncle Sam in 1907? Or was she the ferryboat *Wave* that was built at the Charleston (S. C.) Navy Yard during the World War when Josephus Daniels was jettisoning "port" and "starboard" and elevating the U. S. Navy by abolishing the Demon Rum? Anyway, who cares? They both did service between the Government Landing at Newport and either the Torpedo Station or the Training Station.

The story is that Arnold Peterson owned *Arev* and hadn't had her in the water since the 1938 hurricane and wanted to sell her. Wentworth Macdonald, representing the Margaree Steamship Company, of Sydney, N. S., who had bought the old *Wave* and wanted to get her to Sydney to make her into a floating machine shop, bought *Arev* to do the towing job. Preparations took considerable time, *Arev* had to be hauled out of the Herreshoff storage shed, and Peterson says he can't express his appreciation for the way all the Herreshoff force took hold to help him, and made ready for the trip. Of course, the buyer being an alien, the Maritime Commission's OK was necessary before the boat could change hands. But everything, even to the tow lines, straightened out and the odd pair left Newport one afternoon and reached Gloucester in good time and without a mishap. Whether *Arev* continued to play towboat for the trip around Cape Ann and up the coast, I don't know for there was some talk about getting a seagoing tug for the rest of the trip.

▶ Elections and turkey raffles were the principal activities around the yacht clubs during the Thanksgiving season, though none of the raffles were called "raffles" — but that was a case of calling a rose by another name and didn't fool anyone. The only "out" about it was that they all picked the same nights. The Edgewood "Razzles," two of them, came on the same nights the Pawtuxet Athletic Club staged their whatever they called 'em and, to make it more binding, the Rhode Island Y.C. came in on the second night with one of its own. They were so darned close together you could almost hear the gobblers at one club calling to the hens in the other.

▶ Most of the elections have been peaceful affairs, the kind in which the "secretary casts one ballot" and everybody who ran for office is elected.

Officers of the Narragansett Bay Y.A. elected were: Prescott Gustafson, of the Warwick C.C., president; Fred Mason, Barrington Y.C., vice president; William R. Bailey, Rhode Island Y.C., secretary-treasurer; Arthur Wood, of the Edgewood Y.C., chairman of the sail boat committee; Terrell E. Cobb, Narragansett Bay Power Squadron, chairman of the power boat committee; Douglas H. Paton, Edgewood Y.C., and William Anthony, Taunton Y.C., delegates at large; and Jeff Davis, race record secretary. Capt. Frank M. Whitford was made an honorary member and the meeting voted to join in the perennial agitation to stop pollution of Narragansett Bay waters.

▶ The Newport Y.C. has elected James Barter, commodore; F. H. Norton, vice commodore; William H. Oehrle, rear commodore; J. G. Matley, secretary; V. J. Vanicek, treasurer; P. K. Morris, measurer; and William H. Oehrle, chairman of the race committee.

▶ The Taunton Y.C. election put all the flag officers and business officers back for another year and also retained most of last year's committees on the job. Officers are: Commodore, Winthrop E. Tinkham; vice commodore, Seth V. Freeman; rear commodore, H. Stanley Wood; secretary, Samuel Walkden; treasurer, George H. Robinson; measurer, Horace Ingalls; directors, Willard A. Ormsbee, Elsworth Hathaway, Bion L. Pierce and Clinton Rounds. Chairman of the regatta committee will be S. H. Rhodes.

▶ The Narragansett Bay Power Squadron advanced Harold B. Sawyer a grade to the post of commander, elected Paul A. Merriam vice commander, reëlected John Cobb secretary and Harry Leach treasurer, made Leighton T. Bohl a member of the executive committee, Charles P. Benns chairman of the advanced grades committee, and the retiring commander, Terrell E. Cobb, chairman of the committee on admissions. The Squadron will hold its annual nautical dinner and ball at the Biltmore Hotel, January 30th.

Short Ends . . . . The Frostbiters have deserted Bristol Harbor to race Sundays at the Edgewood Y.C. Big fireplace (the club supplies the wood), warm ladies' room in case a mixed crew gets swamped, complete galley

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equipment in case the outfit wants a supper meeting, etc., make it an attractive place. But if you get bit by a snake, you have to provide your own antidote. Officially, it's a liquorless club and lives up to its reputation pretty well. . . . With the use tax going on all kinds of boats next February, there'll probably be a big increase in the number of fishing boats registered at the custom house. Fishing craft are exempt, you know.

The latest addition to the yachtsman's ranks is Wise Wescott, State head of the A.A.A., who has bought the auxiliary cutter *Crosspatch* from William B. Cross, of Groton, Conn. . . . R. Horace Gallatin, of Newport, has sold his 39′ Consolidated cruiser *Curlew* to Lester Golden and Lyman Lunch, of Fall River. . . . William A. Drayton, of Philadelphia, has established a Newport residence and transferred his 42′ auxiliary yawl *Dawn Wind* to Rhode Island registry. . . . Another new one at Newport is the 25′ auxiliary yawl *Paddlebox*, formerly hailing from Quissett, bought by Walter Butterton from DeWitt C. Jones, of New York. . . . The Rhode Island Y.C. is starting an art gallery of old pictures of old boats. . . . Joseph Maderos, of Tiverton, has bought the 30′ raised deck cruiser *Swan* from John Sylvia, of New Bedford. . . . Bill Dyer has shipped a 12′ sailing dink to Oyster Bay for the schooner *Sea Gypsy*. *Sea Gypsy* is the 80′ over all schooner, designed by Alden and built by Morse at Thomaston in 1929, owned by Francis Strawbridge, of Philadelphia, and recently sold to C. R. Vose, of New York. She had been laid up for the winter at Peirce and Kilburn's, at Fairhaven, but was recommissioned and taken to Oyster Bay. The story around Fairhaven was that she was going on a winter cruise in the Caribbean. . . .

When Albert Lemos started to launch the 101′ dragger he'd built at Riverside, for the Atlantic Navigation Company, of Boston, she stuck and it took three tries before she was finally afloat. Albert lubricated the upper end of the ways with bananas and she slid over them all right but stopped when she got to the old-fashioned grease. She is at Hathaway's at Fairhaven, having her engines and gear installed. . . .

Asa S. Hoxie, former master mariner, now schoolteacher, has bought the 36′ Jonesport boat *Miss Muffet* from Carl W. Illig, of Marion, and renamed her *Tycoon II*. Asa is a member of What Cheer Harbor, Masters, Mates and Pilots. When the other members yearn for a change, he'll take them a trip down the Bay. . . . William B. Swenson has bought George Robinson's 36′ raised deck boat *Lilnal* and, getting another "I" and moving some of the letters around a bit, changed the name to *Lillian*. . . . More changes of ownership and some changes of names: Ernest H. Wood of Woonsocket has bought Irving Hyllested's 30′ *Thorobred* and renamed her *Sea Fox*. . . . William H. Lister, Jr., of Stillwater, who had the 42′ trunk cabin cruiser *Summertime* built in Nova Scotia two or three years ago has sold her to George L. Gugle. . . . Horace Horton, of Greenwood, has sold his 32′ 6″ Elco *Day Dream* to Clinton C. Brady, of Providence. . . . Robert R. Jenkins, of Jamestown, has bought the 25′ cabin cruiser *Truta* from George West, Jr., and renamed her *Wolf*. . . . Raymond V. N. Adams, of Cranston, has bought Luther C. Freethy's 28′ Wheeler *Yar Bur* and renamed her *Adrienne*. . . . Clinton E. Hoxie, of Lafayette, has bought the 23′ raised deck *Pest* from Albert G. Taylor, of Wickford, and hasn't changed the name. *Teacher's Pet* ain't Teacher's Pet no more. Rudy Lowe, of Riverside, has bought her from Dallas L. Sharpe and renamed her *Rudy El*. She is a 30′ Baltzer.

WEST COAST BUBBLES

By Kent Hitchcock

▶ Less than a week ago, I wrote that the Midwinter Regatta was scheduled for Los Angeles Harbor in spite of defense regulations. That manuscript is filed neatly in the waste basket, for today the Pacific Coast is on a war basis. All craft, large and small, on the Pacific Coast are now confined to their moorings. Completion of the system of harbor regulation will probably permit some activity within the harbors at certain coastal ports but there is little chance that any attempt to hold offshore racing will be made.

Dinghy racing has been booming for several years and a large majority of owners of the bigger racing craft also compete in one of the dinghy classes in the winter. This season will probably see feverish activity in these small and sporty sailers that can be raced in a confined area and are economical to buy and maintain. Some yards and dealers are fortunate in having a stock of dinghies and small sailing craft.

▶ The entire Pacific Coast mourns the passing of Dr. Paul S. McKibben, veteran committeeman. Doctor McKibben devoted a great deal of time to junior racing and there are hundreds of yachting youngsters who will miss his sage counsel and guidance.

▶ Fred H. Bosbyshell, skipper of the 46′ schooner *Windward*, has been

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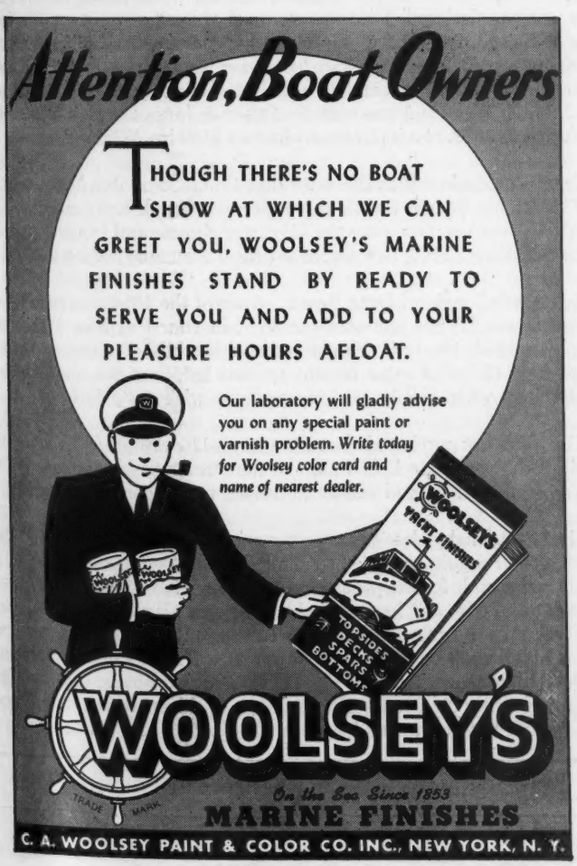

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recalled to active service with the Navy. Brooks Gifford, owner of the Honolulu racer *Jorie*, has been assigned to duty in the Naval Reserve.

▶ The Balboa Y.C. has completed plans to revive competition for the Dinghy Challenge Cup, harbor restrictions permitting, in the near future. This award, on the shelf for the past ten years, is posted for interclub competition between three-boat teams representing member clubs of the S.C.Y.A. Balboa dinghies have been selected for the revived competition if the plans materialize.

▶ Commodore Don Allison, skipper of the 36′ power cruiser *Hoaloha*, won the C. King Brugman High Point Trophy for power cruisers for the second year in succession. Allison finished over 600 points ahead of the second place winner, Frank Ruppert, skipper of the 28-footer *Reveller*, smallest craft in the fleet. Hollis Strait, of *Alice C*, lost second place to Ruppert by a scant 18 points, while Mark Pierce's Craig Trophy Race winner *Anne C* wound up the season in fourth place. This is the sixth contest for the silver cruiser award posted annually by the A.P.B.A. senior vice president.

▶ The Albatross Class at Newport Harbor now numbers 23 boats with new craft registered this month to Ralph E. Phillips and Hart Isaacs, both of Los Angeles. Another new small boat recruit is G. Gifford Davidge, of Los Angeles, owner of a new Gull, No. 17. The South Coast Company announces shipment of a new DeLuxe Star to Stuart Bell, of Coloma, Michigan. H. F. Prince and Spencer Tracy, both of Lido Isle, have bought Lyman runabouts in the last month and Victor B. Sayre, of Los Angeles, is taking holiday delivery on a Gar Wood Overniter.

▶ The California Speedboat Association, of Oakland, announces that newly elected officers for the 1942 season are: Commodore Harry Boyd, Vice Commodore Paul Anderson, Rear Commodore A. J. McGrete and that its perennial secretary and work horse, Gordon Graham, will continue at his post.

▶ Dudley Valentine, injured in the crash of his *Miss Hollywood* late in October, has been discharged from the hospital but will be confined to his home for some months although doctors report that he will suffer no permanent disability from the accident that nearly cost his life.

▶ The largest and most beautiful pleasure craft in the Pacific, the 235′ steel power yacht *Vida* (ex-*Cambriona*), has been called to the colors. Earle P. Halliburton, of Los Angeles, was her owner. Less than 48 hours after war was declared, *Vida* was stripped of her finery, seven big freight vans of it, and delivered to the Navy for conversion. The big yacht has worn the flag of Honduras, where her owner has business interests, but will now come under the Stars and Stripes. *Vida* was designed by Cox & Stevens and John H. Wells and was built by Pusey & Jones Corp. in Wilmington, Delaware, in 1930. She is powered with two 1100 hp. Winton Diesels.

▶ From Coronado comes the news that Commodore Jim Woodworth, of the C.Y.C., has bought the 35′ cutter *Merope*. Frank Kelly, another Coronado Y.C. member, now owns the 35′ cutter *Annette* and Donald Burnham, of the San Diego Y.C., has purchased the 35′ auxiliary sloop *Ecume*.

▶ Roy McCullough, of Long Beach, owner of the 135-cubic-inch inboard *Yankee Doodle II*, has protested the 2½-mile course at New Martinsville, W. V., on which Henry G. Shrake recently established a new competition record for "135's." *Yankee Doodle*, present holder of the one-mile mark, was the loser when Shrake set his new figure with *Sally Jo II*.

▶ The Navy has purchased Tom Dempsey's 110′ cruiser *El Vida* for use as a unit of the yard patrol. *El Vida* was the former *Sonoma*. She is powered with a 300 hp. Diesel and will be converted before going into service.

▶ The latest dinghy class to make its appearance in this part of the Pacific Coast is the Penguin, designed by Phil Rhodes. George Michaud, of Lido Isle, is responsible for the promotion of the class here. There are now seven boats at San Pedro and fourteen sold at Newport Harbor where it is hoped they will have their first competition in the winter dinghy series. Kettenberg is building 23 boats at San Diego and will hold a mass launching for the fleet, all of which are sold. The Pacific Boat Company, of Alhambra, is rushing an order for 50. The Penguin is a Weldwood craft with stainless steel rig and has an over all length of 11′ 6″.

SOUTHEASTERN MASSACHUSETTS WHIFFS

By William U. Swan

▶ Scores of yachtsmen, not only in this district but all along the New England coast, will always recall the delightful Indian Summer of 1941 during which they enjoyed five or six additional weeks of cruising. Long after Thanksgiving, when most of the fleet is usually under cover, many pleasure craft streamed into New Bedford and Hyannis, which have clubs open the year 'round, or stopped at Nantucket, Edgartown, Harwich Port, Falmouth, Woods Hole, Vineyard Haven, and ports along the way. The warm weather in the Northeast considerably delayed the departure of the southbound fleet.

▶ The lower reaches of the Acushnet continued to be the center of the boatbuilding industry of the district. Governmental, commercial and pleasure boat building are proceeding. Palmer Scott shipped a flotilla of 40′ motor-sailers built for the Navy to various ports during the past two months, and signed a contract for four 100′ rescue boats, designed by Benjamin T. Dobson, well-known naval architect of New Bedford. The boats will have full hospital equipment and will be driven by triple screws.

Across the river, Major J. Casey has taken on his first defense work and will build four more of the rescue boats from Ben Dobson's plans.

Two draggers have been completed at Peirce & Kilburn's, while Carl N. Beetle and the Beetle Boat Company are constructing a number of small yachts.

▶ Foreseeing a lively small boat season, the Martha's Vineyard Shipbuilding Co., of Vineyard Haven, in addition to housing a big fleet of yachts, is building a trio of its 18′ over all knockabouts for the Menemsha Class of the Menemsha and Vineyard Haven yacht clubs, originally launched for the former organization. The boats are designed by Erford W. Burt and started sailing three years ago under the eye of former Commodore Elmer Jared Bliss, of the Edgartown Y.C.

▶ Negotiations were begun by the Vineyard Haven Y.C. just before the close of the season for a long lease of the Bayside Casino property on the west side of Vineyard Haven. The club is a lively organization. Dr. Eliot C. Cutler, of Boston, is commodore and Arthur Besse, treasurer of the N.A. Y.R.U., is secretary. It will be remembered that young William S. Cox and his understudies, Frank B. Jewett, Jr., and John H. Ware, Jr., won the Sears Bowl for Vineyard Haven four times.

▶ Before he closed his Eel Pond villa well along in December, Chairman Alexander M. Orr had the nineteenth invitation regatta of the Edgartown Y.C. pretty well framed up and will probably secure the approval of July 24th–26th as the date for the events at the meeting of the officers of the Southern Massachusetts Y.R.U. this month. It is expected that Commodore Robert W. Stark, of the Nantucket Y.C., will ask, at the same time, for the assignment of August 9th–10th for his club's annual regatta and lightship race.

▶ The fate that overtook young J. Malcolm Forbes, scion of a well-known yachting family, who was drowned while fishing in Robinson's Hole almost within sight of the house on Naushon Island in which he was born, should be a warning to fishermen not to shove off in small craft when wearing heavy hip boots. It is believed that Forbes, who usually fished standing up, slipped overboard and was unable to reach either his boat or the near-by shore. His grandfather, John M. Forbes, bought Naushon Island in 1857 and his father, J. Malcolm Forbes, was the head of the syndicate that built the *Puritan* and was also her first sole owner.

▶ The big fishing schooner *Roseway*, built by James at Essex, Mass., in 1926, which has been summering in Great Harbor, Woods Hole, was bought last month by the Boston pilots to take the place of the *Northern Light*, recently acquired by the Army. *Roseway*, which is 114′ over all, is powered by a big Diesel engine and has been owned for several years by Harold F. Hathaway, of Taunton, Mass. Captain David F. Bennett, one of the Boston pilots, brought her up from East Greenwich, R. I.

▶ One of the most popular ports on Cape Cod is Falmouth, where no less than three yards are housing nearly 200 pleasure craft. The biggest bunch is under the covers and in the sheds of the Cape Cod Marine Co. Morris P. Frost has quite a fleet and, in addition, is building a 21′ centerboard sloop for a local yachtsman. The Fred W. Wormetie, Jr., yard, known as the Falmouth Marine Railway, is building two new sheds.

▶ *Zephyrs.* . . . J. Lewis Stackpole, a veteran Buzzards Bay yachtsman, was chosen commodore of the Beverly Y.C. at the seventieth annual meeting on December 12th. . . . Hyannis Y.C. members are enjoying their

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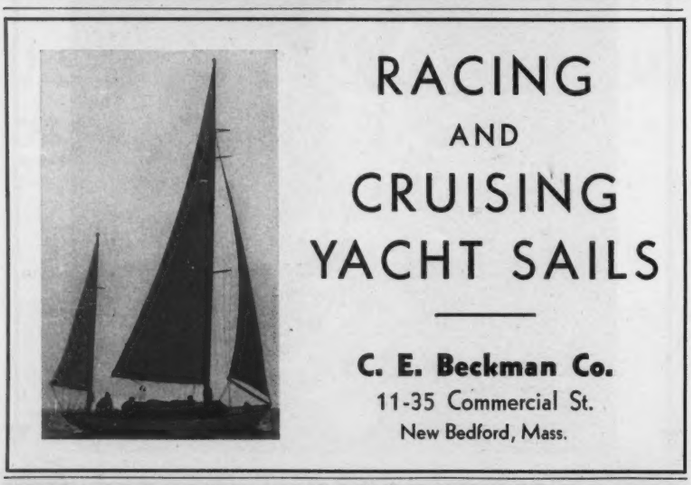

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first winter in the new clubhouse, down the street from Cape Cod's most active village. . . . Provincetown Sea Scouts are training in the schooner *Caroline*, which Seward Prosser gave them two years ago. . . . The newly dredged Scituate Harbor continued to attract pleasure craft until well up to Christmas, being the most readily available haven between Boston and the Cape Cod Canal.

COMET COMMENTS

By Malcolm D. Lamborne, Jr.

▶ With the United States at war and sea travel becoming increasingly perilous, the fate of the third annual midwinter regatta scheduled for next month in San Juan, Puerto Rico, seemed sealed at this writing. Final action on the matter is expected this month when the class holds its annual meeting in New York. The regatta was cancelled last winter because of the defense operations on the island, coupled with the death in a plane crash of several Comet sailors, and there was likelihood that the affair would be shelved indefinitely.

As a last minute reminder, the annual meeting is to be held the afternoon of January 17th, at the New York Y.C. A dinner will be held there the same evening. Facilities of the club have been extended for the first time to the C.C.Y.R.A. and all regular or associate members will be welcome.

An interesting amendment to the by-laws of the class is to be taken up at the meeting. It provides that the current national Comet champion be invited to sit in at meetings of the executive committee and be free to make suggestions or advise the ruling body. A skipper who knows enough about the sailing of a Comet to win the title certainly should be of great assistance to the officers on many questions affecting the membership. It's an excellent proposal.

▶ New fleet captain for the Medford (Mass.) B.C. fleet is Harrington Moore, of Medford. The secretary is William Conrad, of Somerville, Mass. Medford, at last reports, had a fleet of 19 Comets, with five planned for next summer.

▶ Since the Red Dragon C.C. has so kindly relinquished for a second year the right to hold the national championships at Edgewater Park, N. J., in 1942, the class officers have taken other sites into consideration. Favorite choice at this writing is Barnegat Bay. The sponsoring club will be announced at the annual meeting. Phil Somervell, it will be recalled, won the title last year and in 1940, sailing under the Red Dragon colors both times.

▶ Sixty Comets figured in the high point series sponsored by the Chesapeake Bay Y.C. for five popular one-design classes on the Chesapeake, during 1941. Winner of a high point plaque for the second year was Clarke Daniel, of the Potomac River fleet, Washington. His *Robert E. Lee* scored 1778 points.

Following, in order, after Daniel were: Barclay Trippe's *Star Baby II*, Oxford, Md.; Bob Welsh's *Sky Fire*, Millersville, Md.; *High Lama II*, owned by Dr. Evart Warren, of Washington, and Ernest Covert's *Scandal*, also of Washington.

▶ R. Hammond Gibson, back from his Coast Guard Reserve duties, has purchased from Trippe his *Star Baby II* and plans to return to Comet sailing in the Talbot County fleet, on the Eastern Shore of Maryland.

▶ Sunset Comet fleet, at Wildwood, N. J., has elected Robert Lukens, Jr., captain and William B. Schoenleber, Jr., secretary. The past season's champion was J. K. Martin. The Wildwood area is one of the most enthusiastic centers of Comet sailing in the East.

▶ Ed Braddock, who also holds the post of regional vice president of the class, has been reëlected captain of the Barnegat Bay Y.R.A. fleet. Miss "Dixie" Baumgarner is the secretary of that thriving group.

▶ The Lake Hopatcong (N. J.) Comet fleet is angling for a date on next summer's calendar for an open sanctioned regatta.

▶ Conesus Lake fleet, in New York State, has Sidney Smith for fleet captain and J. Fred Colson for secretary. . . . Ralph Swope is fleet captain of the Corinthian S.C., at Camden, N. J., and Bernard J. Tool, Jr., secretary. . . . Ed Fracker is fleet head of Princess Bay fleet, on Staten Island, N. Y. . . . At Red Bank, N. J., Charles Allaire is fleet captain. . . . From San Juan comes word that Francisco Bueso is captain, with Hector Sanchez as secretary.

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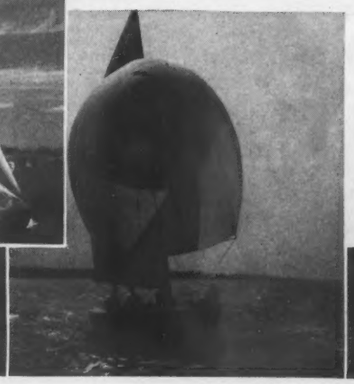

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FLORIDA TRADE WINDS

By Vivyan Hall

▶ At Fort Lauderdale, the Dooley Basin and Construction Company is working on four 100′ aircraft rescue boats for the Army. They will be fast and rugged, suitable for offshore work under any conditions. At the southern end of the city, at Port Everglades, the Navy is constructing a base for small patrol boats similar to that at Key West. J. W. S. Foster's 70′ Diesel cruiser *Penguin*, which based last year in the New River, is now an Army inspection boat in New England. Her owner is in the Air Service.

▶ Clifton Breckenridge has sold his Lauderdale Yacht Storage Basin and is now a major in the Army. The new owner is Henry Summerfield, formerly from Toledo, whose interest in Florida boating began when he entered his "R" boat *St. Claire* in the 1938 Miami-Nassau race. T. R. Benson, who recently moved down from Chicago to Fort Lauderdale, has bought out the Broward Boat Works on the south bank of the New River. He has made extensive improvements in the plant which has been renamed the Benson Boat Works. Moored along the river banks are A. J. Powell's *Yock*, from Wyoming, Del., winner of the "best performance" trophy on the 1941 Southward Ho Cruise; Chester Bentley's cruise flagship *Marchet III;* Commodore Stanley Wood's *Nipantuck*, from Bristol; and T. A. Caton's *West End II*, from Malvern, L. I. At Al Huss' Lauderdale Beach Boat Basin are Gordon Fisher's *From Now On*, from Annapolis, Gordon Mendelsohn's *Quartermore*, of Detroit, and W. E. Heller's *Kare*, from Manhasset.

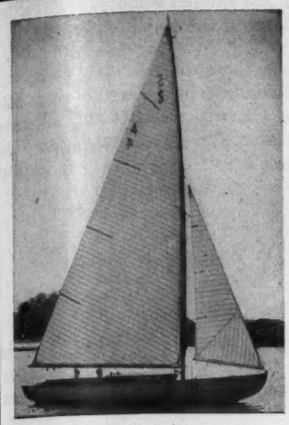
▶ The Coast Guard Cutter *Mojave*, which for the last five years has convoyed southern ocean races, now has among her officers some of the yachtsmen themselves. E. F. Hanks, from St. Petersburg, who has had full tonnage papers for some years, and Gordon Hempstead, of Miami, who has been writing for yachting magazines, are both junior lieutenants. John Saussy, a regular in the St. Petersburg-Habana Race, and Thomas Hallock, whose *Sea Gull* carried the first Covic Diesel seen around Biscayne Bay, are both ensigns in the Reserve. Lieutenant Henry McHarg, Jr., also in the Coast Guard Reserve, recently left Miami for duty in the West Indies, commanding his own 56′ Diesel cruiser *Estherbelle*.

▶ Commodore Manuel Aspuru reports an important addition to the Habana Y.C. fleet, the 50′ motor cruiser *Asthore*, recently purchased from Charles Gulden by Manuel J. Diaz. Built by Consolidated, she is powered with a 180 hp. Speedway engine. Another new boat flying the Habana burgee is the 35′ Chris-Craft cruiser *Freflo II*, bought by F. J. Kessler. Kessler has qualified for membership in the Power Squadron through the Miami unit.

▶ The Miami Chris-Craft Corporation has taken over Port Elco at Miami Beach and will continue the basin under the name of the Venetian Dock. Recent deliveries from here include a 35′ sedan to J. E. McAuliffe, of Palm Beach; a 34′ express cruiser to Frederick Kleinschmidt, of Chicago, and a 29′ express cruiser to B. J. Van Ingen, of New York. Howard Bond has sold the *Chieftain*, which he brought down from New York, to Edward Thomas, of Detroit and Washington. The 106′ motor houseboat is moored at Rivo Alto Island for use in Florida waters this winter. *Santa Cruz*, which W. A. Robinson used in the West Indies the last two winter seasons, is reported to have been bought by Ralph Zimmermann, of Chicago. The 51′ ketch is built along the lines of the famous Virginia pilot boats.

▶ At Nassau, Walter von Hutschler has just bought the Star *Twist* with which Basil McKinney has had varying success during the past year. McKinney, in turn, is tuning up a new Walton Hubbard boat, number 2014 in the class, which he has named *C-Me-Go*. With Count de Marigny's *Concubine* going well, and Albert Kelly's *Gem* winner of the fall series, the rest of the Nassau Stars, including Durwood Knowles' *Margie*, will have plenty of competition this season.

▶ The Jacksonville Junior Chamber of Commerce appears to be taking up where the St. Johns Sailing Squadron left off. Including everything from Comets to 45′ yawls, their races are held monthly over a six-mile course in the river off Ortega Point. Winners of the November races were: Comets, Ruster Robson's *Foam II;* Class B, John Peyton's *Miss Ripp;* Class C, Lyle Vernier's *Four Winds;* and Cruising Class, R. C. Sanders' *Illaka*. Other auxiliaries in the cruising group were Jack Yates' 40′ schooner, Wesley Leake's Bounty, and John Northwood's 36′ yawl. Active in the racing is Commander R. M. Fortson, U.S.N., recently recalled to active duty.



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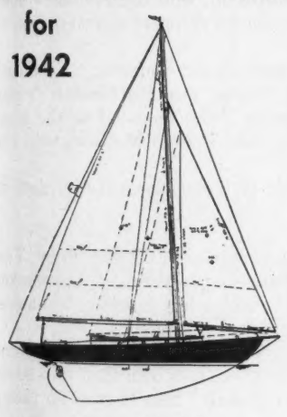

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ON COLLEGE CHARTS

By Leonard M. Fowle

▶ As this column is written, war has come but it is yet too early to forecast the effect of the struggle on college yachting and the activities of the Inter-Collegiate Y.R.A. That the sport will be affected goes without saying and, unquestionably, some undergraduates will volunteer or be called to the colors. Already, Commodore Henry B. Wilmer, of Princeton, a member of the I.C.Y.R.A. Executive Committee, has resigned to join the Naval Air Corps.

On the other hand, there seems to be almost no reason at present why the I.C.Y.R.A. should not plan to carry on. There may have to be some readjustments, such as curtailment of schedules and a reduction in participation, particularly as regards the Naval and Coast Guard Academies; but if the British could keep up a degree of small boat racing on protected waters during the summers of 1940 and 1941, it is difficult to imagine restrictions that would prevent college dinghy racing here this spring. There will be plenty of the younger undergraduates to sail and race.

▶ Intercollegiate dinghy competition continued well into November. M.I.T. scored its second major triumph of the fall season when the Tech sailors won the regatta on the Seekonk on Armistice Day. The Engineers outscored four rivals in light southwesterly winds. Tom Crowley tallied 41 points and Jerry Coe was on his heels with 39 for a Tech total of 80 as against Coast Guard's 63, Brown's 55, Yale's 41 and Harvard's 36. The failure of Brown to make a stronger showing, especially in regattas at home such as this event, has been one of the surprises of the fall racing.

▶ The biggest surprise, however, came two days earlier, on the Charles, when Northeastern took the second annual Greater Boston Intercollegiate Dinghy Championships over the favored Tech and Harvard teams, in light westerly airs. Northeastern relied largely on freshmen skippers, among them John Bodge and Nick Kenney, who had won the championship of the freshman division of the college dinghy racing league on the Basin this fall, plus some good work by John McDonald. The Huskies won this three-crew-per-college event by overcoming early Tufts and Harvard leads and then standing off a determined bid by a late starting Tech team that called on Tom Crowley to pull it out of a hole though he had planned to take a day off. The event was scored on a percentage system with the following results: Northeastern, .733; M.I.T., .717; Harvard, .607; Tufts, .520; and Boston College, .417.

▶ The results of the Freshmen Division of the Greater Boston Intercollegiate Dinghy Racing League (not to be confused with the event above) were reported in the last issue but at that time the Varsity Division competition was still unfinished. Much closer competition developed in this division and it took a sail-off on Armistice Day to settle the championship in Harvard's favor. Dave Noyes was the Crimson star in this sail-off. Harvard won three races to one with another race tied in a best three-out-of-five series.

The final league standing in the Varsity Division was:

	W	*L*	*T*	*Percentage*
Harvard*	4	0	1	1.000
M.I.T.	5	0	1	1.000
Holy Cross	1	1	0	.500
Northeastern	1	4	0	.200
Boston University	0	1	0	.000
Community S.A.	0	1	0	.000
Tufts	0	1	0	.000
Boston College	0	3	0	.000

* *Won sail-off.*

The leading skipper in the Varsity Division throughout the season was Johnny Carleton, of M.I.T., with an .833 average.

▶ What may become an annual event was started on the Charles River in the Tech boats on Saturday, November 22nd, when Harvard invited Yale to compete in a dual regatta. The Crimson was the victor, 61–47, with Dave Noyes and Johnny Burton, a Minnesota scow skipper, leading the Harvard team to triumph despite fine team work by Yale's Dick Besse. A week earlier, Harvard had entertained Brown and M.I.T., Tech winning with 73 points to 62 for Harvard and 45 for Brown. Tom Crowley once more took honors as high scoring skipper.

▶ Princeton continued its "Football Mornings of Dual Yachting Matches" throughout the fall. Commodore "Hank" Wilmer led Princeton to a 25¾ to 15¼ win over Harvard's team, headed by Caleb Loring, Jr., but Dartmouth kept its fall record intact by winning two matches to one a week

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★ Reservations now being received for 1942 Summer Camp and the 1942–43 academic year. For catalog write Rear Admiral S. S. Robison, U.S.N. Retired, Superintendent, Box Y, Toms River, N. J.

later. Warner Willcox was Dartmouth's best skipper while "Lev" Pardee led the Princeton team and was high scorer in the match.

▶ Unless the War sets back the programs, there will be notable additions to the fleets owned by or available to Eastern colleges, next spring. Yale is taking steps to rejuvenate its fleet of Class X dinghies and will have between four and six club-owned craft available for intercollegiate dual and intraclub racing. Two of Yale's present fleet of three will be kept at Larchmont for Sunday Frostbite use of members this winter.

FROM THE SOUTHWEST CIRCUIT

By E. G. Green

▶ The following officers are in command of the Lake Worth S.C. for the 1942 season: Commodore, V. L. Beakey; vice commodore, Paul Andrews; secretary-treasurer, C. L. Morris; Snipe fleet captain, W. C. Johnson; Sea Gull fleet captain, Max C. Fisher.

Hamp ("Silver Fox") Cottar is building a new Snipe, which, he hopes, will add to his reputation as builder and skipper.

Five Sea Gulls, enough for class races, are in the local fleet. They are owned by Harold W. Staiger, Richard S. Cowan, Max C. Fisher, Don G. Stookey and the Grover G. Lautz-Wm. H. Granger partnership.

V. L. Beakey, incoming commodore, won the coveted Cottar Trophy for high point scores in 1941, the Haynie Trophy, for the three-race series in November, and first place for consistent wins in the season. W. C. Johnson was awarded the Sniper Trophy for participating either as skipper or crew in most club races; he also won second in firsts over the line.

▶ The Corpus Christi S.C. finished its fall season on Thanksgiving Day with two smashing races just outside the sea wall. Snipe *No. 9*, owned by Lieutenant Hub E. Isaacks, of Forth Worth B.C., now stationed at the U. S. Naval Air Base at Corpus, and skippered by Ensign C. B. Mitchell, won the club championship cup for the fall season. Skipper Paul Guttman piloted his *Alkmena* home to win the Captain Alva Bernhard race pennant, which he will hold until next summer's season.

▶ The Fort Worth B.C. 1941 season was the busiest and most successful it ever had, according to the report of A. G. Evans-Lomb, race chairman. Club and interclub races crowded the schedule and, in addition, the club was host to the Snipe Internationals, on Eagle Mountain Lake, in September.

Ray Wyatt, barely nosing out Houston Hill, won the Founders' Day race, in which entries were limited to the charter skippers still on the job – and how those "old men" do sail!

Trophy winners in the A-B-C classes were Dexter Scurlock, Ed Pulliam, and John Scott, respectively, while Ed Pulliam won the Meeker Trophy as high point sailor for the season. Charles Twiss repeated as the most consistent sailor, with 38 participations, and George McGown won the club Snipe Trophy.

Ten club-owned Longhorns and a fleet of Snipes form the strength of this Texas crew.

▶ At the Woodlawn S.C., San Antonio, Commodore Walter Roby, Vice Commodore Leonard Adleman and Fleet Captain Frank Reisenecker head the "hot" skippers of the club. Reisenecker has just launched a new boat and is tuning her up for next season's competition.

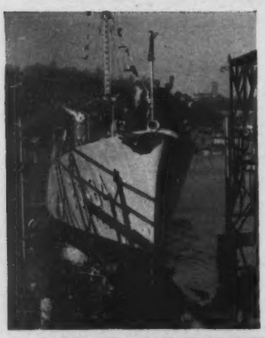
Eight registered Snipes and some twenty assorted cats and sloops form the club fleet. So many of the younger members now own their own boats that it is necessary to call out the "rocking chair" fleet to crew for them.

▶ From the Lavaca Bay Y.C., Commodore James I. Denham reports a successful 1941 season in that faraway port. At the fall regatta, a squall caught the whole fleet two miles offshore, dismasting three boats, capsizing eleven others and sending the rest across the finish line at a fast pace.

John Shaffer, of San Antonio, again won the Snipe Trophy, and Stanley Smith, Port Lavaca ace, raced his *Sweetheart* to win the National competition.

Extensive bay front and harbor improvements now under way will give Port Lavaca sailing facilities second to none on the Gulf and second in size only to those of Corpus Christi.

▶ Lake Overholser, home port of the Oklahoma City Y.C., has been certified as a seaplane landing and base location by the CAA. Sooner or later, this inland port may become a seaplane pilot training base, strange as that would appear to the eyes of the pioneers who came over the plains in prairie schooners. Such development may scare fish and restrict sailing courses, but local skippers have been quick to offer the utmost coöperation. The new Bluff Creek Lake, now under construction, will offer even larger means of recreation in a year or two, and sailing will still go on.



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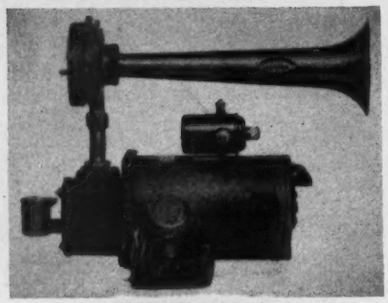

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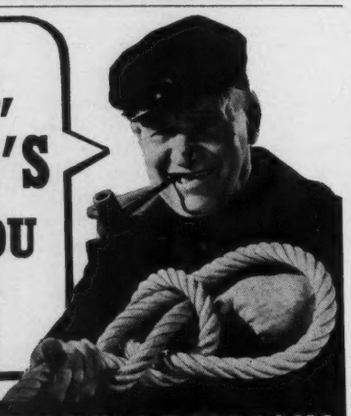

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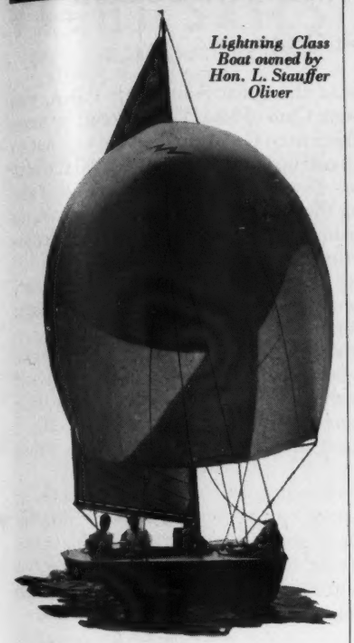

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THE SOUTH SHORE OF LAKE ERIE

By John G. Robinson

▶ Howard A. Finch, of the Crescent S.Y.C., of Detroit, 1940 vice commodore of the Inter-Lake Y.A., was promoted to the position of commodore at the annual fall meeting and election of officers of that association at Toledo, December 7th.

Dr. Leonard Stack, of Lorain, Ohio, 1940 rear commodore, was elected vice commodore on the same ticket, without opposition. The only office which brought out any actual balloting was that of rear commodore and Milton N. Gallup, of the Cleveland Y.C., was the winner by a narrow margin over Joseph Nagel, of the Edison B.C., of Detroit.

In taking the chair, Commodore Finch broke all precedents by announcing immediately some of his committee chairmen for 1942, as follows: Commodore Stanley W. Puddiford, chairman of the sail yacht regatta committee, and Commodore Leonard A. Stack, chairman of the sail yacht judges. Commodore Harry Kendall, who has handled the same position so ably for other administrations, will be the secretary-treasurer of the 1942 regatta, the date of which was announced as August 10th–14th, at Put-in-Bay.

▶ Commodore Wilbur J. Wright, president of the International Commodores' Association, called a meeting of Toledo and Detroit commodores in Toledo, the day of the annual Inter-Lake meeting, with the idea of organizing chapters of the association at Toledo and Detroit. The luncheon meeting was attended by approximately thirty present and past commodores. The work of the association was described and it was decided to start organization work on the two proposed chapters.

▶ Charles Andrews of Springfield, Ohio, of the Sandusky S.C., has ordered an auxiliary sloop from R. W. Luedtke, well-known Toledo builder. The new boat is quite similar in general lines to the famous Class L sloops in which Luedtke specializes, except that she will have slightly more freeboard. She will be powered with a four-cylinder Red Wing engine and is scheduled for delivery next spring.

▶ The Toledo Y.C. is planning a series of talks on yachting subjects for the winter months. Gerald Todd, of Boston, was the speaker at the December meeting and Inter-Lake Commodore Howard Finch will show his collection of long distance race movies at the January affair.

▶ The Mentor Harbor Y.C. has applied for permission to stage the race for the Junior Sailing Championship of the Great Lakes, at Mentor Harbor, next July 20th–22nd, and has secured the backing of the Inter-Lake Y.A. When this series was started, some nine years ago, it was intended to have the annual races alternate between Lakes Erie and Michigan, but the Lake Michigan sailors have had a monopoly on the event for the past five years. The winner of the series qualifies for the National Junior series for the Sears Cup, at Marblehead.

▶ Harold Seymour, who has been the leading Snipe sailor at the Mentor Harbor Y.C., has deserted the small craft in favor of the auxiliaries, having bought Larry James' famous *Bagatelle*, 1941 winner of the Roberts Trophy, which he will rename *Helhar*.

This makes a notable addition to the already fine fleet of auxiliaries of the Mentor Harbor Y.C. and would be quite a loss to the fleet of the Cleveland Y.C. were it not for the fact that the redoubtable Larry James has purchased *Amaranth*, a Herreshoff "31" of the Fishers Island Sound Class, from John W. Stedman, of South Dartmouth, Mass. This boat, which will be renamed *Bagetelle*, is slightly larger than the three Rhodes "27's" of the Mentor Harbor Y.C. and but little smaller than Dick Bostwick's *Falcon II*. She can be counted upon to furnish excellent competition for these boats; also for *Kitty Hawk*, 1941 South Shore champion.

▶ Commodore Leo Beauregard, of the Edgewater Y.C., Cleveland, was reëlected to a third term at the annual meeting of the club held December 5th. Beauregard, long a member of the club, has served as commodore through the most hectic days of the club's history, when the future of Edgewater appeared black. Despite many discouraging setbacks, he kept plugging away, working constantly for the enlargement of the new yacht basin at Edgewater Park. His election for a third time is a testimonial from the members of his club.

Al E. Jones was elected vice commodore, with Ted D. Mahoney as rear commodore, Louis Sadowsky, secretary, and Al Bubel, treasurer.

▶ Charles Taft, of Cleveland and Vermilion, was elected commodore of the Vermilion B.C. at the annual meeting of that club, held December 4th. Dr. H. O. Brown is the new vice commodore; Paul Tappan, rear commodore; Arch Stevenson, secretary-treasurer.

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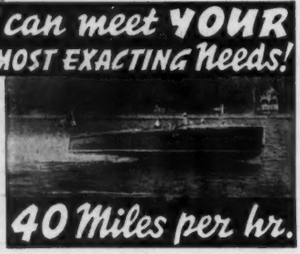

LONG ISLAND AND THE SOUND

By Weather Quarter

▶ The annual meeting and dinner of the Great South Bay Y.R.A. was held in late November at the Princeton Club of New York. A score or more delegates rolled in from clubs stretching from Cedarhurst all the way out to Shinnecock and the session soon whipped up enough energy to rival the best of old South Bay's smoky sou'westers. It was a ding dong battle most of the way with a different delegate taking the lead at every mark. However, no protests were filed and, after the finish, everybody agreed that a bit of competition makes a meeting as much fun as a race.

William C. (Bill) Foster, skipper of the Star *April*, was elected president, succeeding his most formidable competitor (on the water), Bill Picken. Stephen D. Nash continues as secretary.

The Association accepted Westhampton's offer to stage next year's Junior Championship, the races to be sailed in Shore Birds. Babylon will likewise hold the Midget Championship, with the youngsters trying their skill in Snipes. To wrest the championship from Nancy Underhill, of Bellport, the ladies will have to meet her in her home waters in either Narrasketucks or Cape Cods.

Great South Bay's Race Week was scheduled for August 3rd to 8th. Major regattas take up most of the summer week-ends and, what with the Atlantic Coast Championship of the Star Class as a grand finale, Great South Bay promises to be as busy as ever next summer. Bill Picken took his weather with him last September and stole the title right out from under the transoms of the Sound Star skippers who had held it since 1936.

▶ Before the ink was dry on our observations, last month, on the subject of what the Army, Navy and Coast Guard were doing to the Sound's Frostbite fleets, the Larchmont crowd made our face redder than Coach Maxwell's topsides (or one topside, anyway). Without warning, they more than doubled the number of dinghies on hand for Sunday racing. No less than twenty-nine boats participated one day. Arthur Knapp took the fall series in the "BO's"; Scotty Isdale, who also has won before, came out on top in the "X's"; and Harry Herbert filled the gap at the head of the Lawley 110 Class, caused by Ensign Bob Bavier, Jr.'s, preoccupation in the battleship *North Carolina*.

Over at Manhasset Bay, too, the dinghy fleet mushroomed after the football season. With the Moxham contingent busy building defense craft in the Deep South, Bill Kirk and Jim Moore have had things pretty much their own way.

▶ Members of both the International One-Design and "S" classes held their annual meetings in early December. Reports emanating from both of them indicate that, by the time May rolls around, the sound International skippers will be glad of a chance to tune their ears off the news broadcasts and onto the starting gun. No "S's" and "fewer Internationals than usual" were reported for sale.

▶ At the annual meeting of the Bayside Y.C., John B. Dawson was elected commodore; Charles Hammer, vice commodore; and Ford Bond, rear commodore. Commodore Dawson has turned the flagship *Melba* over to the Coast Guard Reserve and is wondering where to fly his flag.

▶ The U. S. Power Squadron's classes in piloting and navigation are expanding into increasingly large meeting places everywhere this year. The Stamford Squadron got under way there and in Greenwich in late November. Brooklyn's elementary course is set to begin on January 20th at the Central Y.M.C.A., 55 Hanson Place. South Shore opens the doors to anyone interested at the Freeport High School on January 13th and at Lawrence High School January 16th.

The afterguard of the Stamford Power Squadron for this year includes the following: Commander, James A. Danver; lieut. commander, Edwin S. Betts; secretary, Walter Wischussen; and treasurer, Walker Townsend.

▶ About a hundred members of the young and flourishing Eastern Long Island Yachting Association gathered at the New York Yacht Club in mid-December for the organization's annual meeting and first annual dinner. Clubs represented included Shelter Island, Devon, Orient, Old Cove, and Southold. Larry Bainbridge, of Southold, was elected president; Gorham Godwin and Raymond I. Mount, vice presidents; J. Grant Harrison, secretary; and J. M. Heatherton, founder of the group, became treasurer.

Senator Ford, well-known radio humorist, acted as toastmaster and the speakers of the evening included Captain A. C. Stott, head of the Naval Reserve Officer's School of Indoctrination at Fort Schuyler, Captain Reinicke, the Navy's New York port captain, Myron H. Lee, and Captain George H. Monsell, well-known citizens of Eastern Long Island and Lieutenant R. M. Johnson of the Coast Guard.

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"NO NEWS" FROM SAN FRANCISCO

Editor, YACHTING:

▶ You, no doubt, must hear this plaintive story from many sections of the country each fall when the yachting season regresses into a more or less hibernating period, but I know that, under normal circumstances, enough happens with the election of officers in clubs and club activities, together with boat exchanges, to make news. In this particular and peculiar year, however, so much has happened of general importance, and so little of general interest, that there isn't ten cents' worth of news on San Francisco Bay for the January issue.

No new boats have been ordered or are building, there has been no change of ownership except for those boats that have gone into the government service, and no new classes have been formed. The election of yacht club officers takes place next month instead of at this time, though the Power Boat Association elected its officers at a recent meeting. These, however, could be put in the column, if there is enough news to warrant one, in company with other elections about the Bay District. Activities at the yacht yards are nearly all centered on government orders and, while the activity is feverish, you have tabulated much of the work that is already being done. Men going into the U. S. Service are now so numerous that their entry into the Service is no longer news, and probably should not be, and yachts taken over for service fit into the same category.

▶ On the other hand, the general picture in San Francisco Bay is extremely interesting. As one sits at Land's End, or even in the Commons Room at the St. Francis Yacht Club, the outlook, while interesting, has a stark and rather tragic aspect because there is a submarine net across the channel. The net is opened frequently, or kept open, for the passage of boats, and is still open to yachts. The channel, however, has been carefully buoyed and much of it has been mined. With the assumption by the Navy of Coast Guard activity in these and other waters, running inside of the marked buoys of this netted area may bring a $10,000 fine, ten years' imprisonment, or both, plus confiscation of the boat. The prediction is being made that, within a short time, if any yachtsman actually gets into the confines of the net area, he will either be blown up or have the bottom of his boat torn off.

All this is, of course, as it should be, and yachtsmen, here as elsewhere, have viewed the development of our National Defense on the water with great favor. It will, however, affect racing activities markedly, and all of the races in this Bay area will have to be rerouted during the coming season. In addition to the net area, there has been a complete closing of much of the public anchorage and much of the water in which the racing courses were laid out has been taken over by government agencies. The estuaries are bristling on every shore with ship construction of some sort, chiefly large tanker production, and the Mare Island Navy Yard is employing some 30,000 men, and increasing this number rapidly. Restriction there, up the Oakland estuary, and elsewhere throughout the Bay area, leaves only a small central lane of unrestricted passage through any of these points.

It is still possible, however, to sail with great pleasure, although activity is certainly restricted. On the other hand, there is no danger if the rules of the road are followed, and I feel, as do many here, that yachting will not only flourish but develop, if not in quantity, certainly in quality, during the coming year. However, boat exchanges and sales have come to an almost complete end.

▶ But, perhaps only a part of this apparent stagnation is to be attributed to the season and to the war effort. Over half of our erstwhile champions are now spending their Wednesdays and week-ends either in following striped bass, which are now moving up the sloughs, or sitting in a duck blind. It seems to one so constituted that, from the cockpit of a boat, there is not much difference between watching the dawn break over the marshes and helping gather in the stars. This brings to mind again the fact that yachtsmen are a peculiar breed — and not, probably, because they own boats but because they were born that way — and by "that way" I mean the hard way, and this specific constitution makes the hard way fun. Why any man will deliberately excite himself each week before the start of a yacht race until his mouth cottons up so he can't spit, cannot be reasoned upon but must simply be felt. And why anyone who knows about the dangers of high blood pressure will chase his own pulse a dozen times up and down the starting line before the final gun settles it down to a steady, throbbing hammer for three or four hours of racing, is again beyond reason.

But, in a mildly psychopathic light, one can see that it engenders in man the ability to personify the inanimate without feeling ashamed of himself. A young and close sailing associate of mine recently remarked about a close competitor: "I don't like that man; he treats his boat as though she were a horse. I saw him come into the cove to anchor all standing and with his motor going. He threw over a big, heavy hook and brought his boat up short as if he was breaking a colt to halter. He doesn't treat his boat right.

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I certainly don't like that man." A horseman, no doubt, would apply this figure in reverse and I, for one, would be perfectly willing to grant that the effluvia of the barnyard or the atmosphere of the sea are a matter of taste. On the other hand, from the medical standpoint there is no denying that the barnyard lacks the delicate suspension of salt held on the fine particles of the early morning mist which one inhales so deeply from the salt water and which, as we know, is so good for the upper respiratory passages.

▶ Upon more mature thought, it appears that there are many reasons why yachting is now at a low ebb — what with the ducks captivating some, horse shows and fishing taking the interest of others, and now, of course, with the ski season starting. All of these things, here at least, are common frailties of the yachtsman which, in the aggregate, mean that the yachtsman is a pretty versatile fellow. But it has occurred to me recently to wonder whether there would not be a certain modicum of comfort and satisfaction in a degree of infirmity sufficient to restrict all this activity and to put a yachting spirit back on the water as the first and only love.

A good friend of mine lost a leg in an automobile accident two years ago but, after his recovery, he skippered his boat into a nice position in his class for the season's racing. After the season had closed, he told me that for the first time in his life he had felt easy in his mind about giving orders to his crew. As a naturally honest and humble man, he really didn't like to give orders but felt that he should do many things himself. As the winter wore along, he spent each week-end in his boat and, from that vantage point, he established an association that was not only stimulating but restful in the bargain. I wouldn't go so far as to lose a leg over this matter, but maybe there is something in it.

There is, I know, no reason to be so talkative about all this, but between the impact of impressions from preparations for defense and contemplation during the long winter evenings, one is apt to get talkative, and I was rather anxious to let you know specifically why "there ain't no news."

JESSE L. CARR, *M.D.*

San Francisco

THE R.O.R.C. CARRIES ON!

Editor YACHTING:

▶ I am asked by the Flag Officers and Committee of the Royal Ocean Racing Club to express our gratitude for your very kind thought in offering to send YACHTING free of charge for the duration of the War.

The Royal Ocean Racing Club has been more fortunate than some Yacht Clubs, for, although we lost our Club House through enemy action about twelve months ago, we managed to save a good deal of our property, including the Fastnet Cup and other trophies, as well as the Club records. Moreover, many Yacht Clubs round the coast of England have had to close as they are in Defence Areas. We hope to find a new Club House shortly in London.

Our War time activities have consisted in giving hospitality to yachtsmen among the over-seas Forces, as well as to the Officers of the Allied Navies who find themselves strangers in a strange land.

We started the Allied Navies Comforts Fund last year and have been able to distribute a large number of gifts to Allied sailors, Polish, Norwegian, Dutch, Free French and Belgian. We recently sent a personal gift to each man in the form of a packet of cigarettes with a message from the Club printed in the various languages.

We hope to get our new Club House open by the New Year and in time to welcome the many guests we look forward to receiving from the United States of America!

E. W. R. PETERSON
Hon. Secretary.

London, England

OPM APPOINTS FRED GADE

▶ The Maritime Section of the Contract Distribution Division of the OPM has recently announced the appointment of Frederick Gade to head its New York office, 122 E. 42nd Street. Mr. Gade is well known in Long Island Sound yachting circles and has had considerable experience in the business end of the boating field.

During the last war, he served with the U. S. Shipping Board and at one time was a part owner of Dawn Cruisers, Inc. His function is to speed defense boatbuilding production in his area and to assist the small boat industry in securing defense prime and subcontracts. He will work in close coöperation with the Maritime Commission, Coast Guard and Navy which, of course, actually grant the contracts.

WINCH BARGAIN FOR '42

REX JUNIOR
Only $39.50
F. O. B. Grand Rapids

The best defense against sticking, heavy, difficult anchor handling is the new REX Windlass. A chip off the old block, it has several superiorities of its own. REX Winches handle anchors on boats of many sizes . . . adaptations are used for lifeboats . . . haul freight cars and other rolling or skidding operations. Even U. S. Naval engineers were surprised at the compact powerfulness of REX models.

This manually operated REX Junior, only $39.50, handles up to 2,000 lbs. with ease. Whatever the type of your boat, any mechanic can mount REX Junior on it. Wire your order for prompt delivery.

Darling Equipment Co.
319 Rumsey St., S. W.
GRAND RAPIDS, MICHIGAN

CHOOSE RITCHIE!

GLOBE "UNDERLIT" COMPASS

Contains new dynamic card and magnetic float system, insuring stability under all weather and sea conditions at high speed

Dome Head Binnacle (removable hood) complete with 5-inch "Underlit" Ritchie compass for electric illumination from below

E. S. RITCHIE & SONS, INC.
Established 1850
110 CYPRESS ST., BROOKLINE, MASS.

A MOTOR BOAT SHOW IN PRINT

(Continued from page 114)

surance company, Atlantic was formed to insure hulls and cargoes for ship owners and captains whose commerce plied the seven seas.

Today, yachtsmen also know Atlantic as a leading yacht underwriter. Atlantic yacht insurance offers a unique combination of advantages. First, you can get it through your own broker. Second, it offers you profit-sharing dividends, regardless of your own losses. In addition, it is non-assessable and offers you prompt and ungrudging loss adjustments. And, finally, it offers you the unquestioned security of a 100-year-old company that has never failed to meet its obligations. In addition to yacht and marine insurance, Atlantic offers fire, automobile, inland transportation, fine arts, jewelry, fur and registered mail insurance. Yacht insurance is regarded as a "must" by most boat owners.

INTERNATIONAL MARINE FINISHES

▶ The 1942 line of paints of the International Paint Company, Inc., continues to be one of the most complete assortments of paint and painting accessories in the boating industry, although about 75 per cent of the facilities of the company's plant is devoted to national defense. Not a single item has, as yet, been curtailed because of the present emergency and International still offers its entire line of Yacht Bottom Paints, Interlux Marine Finishes, General Marine (G.M.) Paints, and marine paint accessories — a finish for every surface and a product for every job or problem. In addition, International has added many special products for Government work.

MUR-COP ANTI-FOULING PAINT

▶ Westcott, Slade & Balcom Co. of Providence, R. I., makers of "Mur-Cop" anti-fouling bottom paint, is still doing business at the old stand, taking care of regular customers in spite of the difficulty of securing suitable raw materials — and it hopes to be able to continue doing so. It is to be hoped that the Company will be successful in its efforts, as many old-timers are going to be disappointed if they can't get their "Mur-Cop" this season.

TRIPPE SEARCHLIGHTS

▶ This company has turned out some handsome searchlights for 1942. Optically, mechanically and artistically they mark a great improvement. These lights are designed with two reflectors, so placed with relation to the lamp filament that they throw two beams at once, a wide angle beam and a concentrated beam of greater intensity for picking up distant objects. Another useful feature is the absence of reflection from the water because the lower half of the usual beam is removed and concentrated in the intense central beam. Any one who has been blinded by this reflection at critical moments will appreciate this improvement. Full information may be obtained from the Trippe Manufacturing Co., 564 West Adams Street, Chicago, Ill.

SETH THOMAS CLOCKS

▶ For generations, Seth Thomas clocks have sailed the Seven Seas in whalers, in clippers and, more recently, been with Admiral Byrd in "Little America." With this heritage, it is natural that these famous timepieces should be "in the Navy now." Uncle Sam is equipping many of his fighting units as well as his new merchant ships with these dependable clocks. The company hopes to be able to take care of its old friend the American yachtsman, who has come to expect his Seth Thomas to tick off some of his happiest hours.

WILCOX, CRITTENDEN MARINE HARDWARE

▶ This ninety-five year old concern, makers of the well known W-C "Dependable" marine hardware and "Sands" marine plumbing fixtures, is, of course, up to its ears in defense work. Today, with iron, zinc, copper and bronze high on the priorities list, there won't be much left over for pleasure craft, but that doesn't mean a man can't have a new boat if he decides at once on his requirements and goes to a recognized builder, particularly a stock boatbuilder, with his order. From long experience in this field, Wilcox, Crittenden believe that, between contracts, many a boatbuilder will welcome some private work. The Company also reports that it has developed some new and useful fittings, in connection with its defense work, which will be welcomed by yachtsmen when it's all over.

NEW TYPE RADIO ANTENNA DEVELOPED

▶ Jefferson-Travis Radio Mfg. Corp., of New York, has added to its line of radio equipment a new type of antenna known as the High Gain

STOWED ABOARD OR TOWED ASTERN
THIS DINK IS READY FOR DUTY

• HARD use in the water and long weeks on davits cannot crack this tender. An Old Town Dinghy is always ready for service. No caulking. No bailing. This dink never leaks.

A strong covering of heavy canvas protects the hull against water and weather. Keeps upkeep down. Inexpensive to buy.

FREE CATALOG shows Old Town Dinghies for every purpose. Also canoes, outboard boats, rowboats, sailboats. Write today. Address Old Town Canoe Company, 851 Main Street, Old Town, Maine.

"Old Town Boats"

"SEA-FOX"
SEA SKIFFS
For
Low Cost
Boating
in 1942

"The Skipper" — 17′ 2″ x 6′ 4″ — 60 h.p. — 28 m.p.h. (Utility and Runabout)
"The Mate" — 20′ x 7′ 4″ — 90 h.p. — 25 m.p.h. (Utility Runabout Cruiser)
"The Captain" — 26′ x 8′ 3″ — 125 h.p. — 23 m.p.h. (Sport Cruiser)

REAL SEA SKIFFS, in every sense of the word, by craftsmen thoroughly familiar with "sea-going" requirements. A quality product at a fair price.

Immediate Deliveries *Catalogue on Request*

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Complete Line of

INCANDESCENT *and* ARC
SEARCHLIGHTS *and*
FLOODLIGHTS

Send for free catalogs

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249 E. Clifton Ave., Cincinnati, Ohio

U. S. NAVY AEROPLANE COMPASSES

Made to Navy Specifications. Liquid type, with Spherical Lens, fixed lubber line, large rotatable compass card, Jewel Bearing, quick adjusting compensators.

Model Illustrated $12.50
Other Models Shown in Our Catalog

BOATMEN TAKE NOTICE ! !

A good part of our stock is entering Government Defense channels, our ability to fill civilian orders is naturally affected. We are still able to deliver a certain amount of Sail and Power Boat Equipment.

Please anticipate your requirements as much as possible and tell us what you need.

Manhattan
MARINE & ELECTRIC CO.
116-Y CHAMBERS STREET
NEW YORK CITY

FREE CATALOG . . .
to Boat Yards, Repairmen, Architects and Boat Builders, all others send 25c to cover cost of mailing and handling.

TRUSCOTT SAIL AND POWER BOATS
Built to Your Order

Reasonably prompt delivery still possible on cruisers, 30 to 70 ft., sail boats and small craft — if you act at once. Over 50 years' experience. Enlarged, modernized plant.

COMPLETE MARINE SERVICE

★ STORAGE — Outside and Inside
★ REPAIRS — By Factory Trained Men
★ OUTFITTING

Moderate rates ● Inquiries invited

TRUSCOTT BOAT & DOCK CO. ST. JOSEPH, MICH.

Antenna. The unit is designed to provide improvement in transmitter range and receiver performance of marine radio-telephones aboard small and medium sized vessels.

The basic element of the High Gain Antenna is its tuning coil assembly which consists of a weatherproof high Q coil enclosed in a metal shield. This is surmounted by a short whip. Extreme flexibility of mounting is provided for by a base stud which can be supported on tubing of appropriate length. The tuning coil assembly provides an accurate means of matching the transmitter to the antenna at the operating frequency.

COPEROYD BOTTOM PAINT

▶ The Metallic Coatings Corp., of New York City, which makes the well-known copper bottom paint known as "Coperoyd," reports that eighty per cent of its output is going to our Army and Navy. This paint, which contains 50 per cent pure metallic copper, offers the protection to bottoms that Uncle Sam demands for his equipment.

To meet the heavy demands for its product, this corporation is increasing the size of its plant to take care of our armed forces as well as civilians.

ADMIRAL FARRAGUT ACADEMY HONORED

▶ Recognized as America's first preparatory school with naval training, Admiral Farragut Academy, located at the junction of Toms River and Barnegat Bay, Pine Beach, N. J., has been designated by Secretary Knox as an Honor Naval School. Farragut is the first secondary school to receive this, the second official honor bestowed upon the Academy by the Navy Department in 1941. Earlier in the fall, the Academy was designated as a Naval Reserve drill center.

The honor school designation permits the Academy to nominate three honor naval graduates for appointment to the Naval Academy. Honor naval graduates so nominated will be eligible to take the current regular competitive examinations for entrance to Annapolis in competition with nominees of the Naval Reserve Officers Training Corps units and honor schools designated by the War Department.

Admiral Farragut Academy was incorporated in 1933, with Admiral S. S. Robison, U.S.N., Retired, as President and Superintendent. Admiral Robison was formerly superintendent of the U. S. Naval Academy and Commander-in-Chief of the United States Fleet. The Academy is filled to its capacity of 250 cadets. This includes students in the Junior School for boys of fifth to eighth grade age, and the Senior School for high school age students.

WALTER FRESH WATER COOLING SYSTEM

▶ The G. Walter Machine Company, of Jersey City, N. J., continues to offer the Clean-Flo Fresh Water Cooling system. These devices are available in two sizes, both of which include all piping, exterior and interior fittings, bolts, nuts, clamps, expansion tank, everything necessary to complete a changeover to closed system cooling for the engine. Thermostatic control, essential with Diesel engines, may also be had with the gas engine systems.

Other Walter products include reduction gears, V-drives, and couplings.

TWO NEW CAPE COD NAVIGATORS

▶ The Cape Cod Instrument Company, of Hyannis, Mass., makers of the distinctive radio compass Cape Cod Navigator, with a magnetic compass within the loop, announces two new models for 1942. Both cover only the marine beacon band, 275 to 325 kilocycles. Model CN has the dead beat magnetic compass within the loop; Model BN is identical except for the compass.

Cape Cod's former models C and D, with and without the loop compass, are being continued. Thanks to Cape Cod's special loop design, these receivers are equally efficient on all of their three bands which provide reception on frequencies stretching all the way from 220 to 2950 kilocycles.

ELECTRONIC'S FLUORESCENT LIGHTING

▶ Among the most interesting items of new equipment developed during the last year, is the Electronic Laboratories' fluorescent lighting system for boats. This type of lighting has been used ashore for several years but, until Electronics came along with a compact and inexpensive but highly efficient converter, it was no good on the water because the usual yacht electrical systems supply low voltage dc current whereas operation of fluorescent lamps calls for 110 volt ac.

In addition to attractive, modern fixtures, fluorescent lighting provides three times as much light per unit of current consumed as ordinary incandescent lighting.

Another feature of Electronics' fluorescent lighting systems is that to use ac current from a dock line, all you need do is to plug into any convenient outlet on the boat. Then the converter automatically switches off and no current is withdrawn from the battery.

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To many of YACHTING's readers and to the members of the boating industry, who have been accustomed to gather at the New York Motor Boat Show, this issue of YACHTING serves as a meeting place.

Likewise, the other issues of YACHTING during the year ahead will afford the industry a means of contact with their present and future customers.

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The Greenport Basin & Construction Co.

INCORPORATED 1900

Greenport, L. I., N. Y.

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ESSOMARINE DOCK

POWER AND SAIL YACHTS DESIGNED AND BUILT
STORAGE IN BUILDINGS
UP TO 180FT. LENGTH, 19FT. DRAFT

A COMPLETELY EQUIPPED MACHINE SHOP
DIVER FOR SUBMARINE WORK
2 STEAM RAILWAYS, 50 TON STEAM CRANE
TWO YACHT BASINS

December 2, 1941

United States Plywood Corp.
616 West 46th Street
New York, New York

Gentlemen:

We believe the enclosed photograph of the deck house of one of the new U. S. Navy Mine Sweepers dramatically presents the inherent advantages of Weldwood plywood for various phases of ship construction.

The 7/8" Weldwood panels used for exterior sheathing provide tremendous strength and rigidity, and their waterproof qualities afford lasting durability.

The deck house has an interior lining of 1/4" Weldwood, which virtually affords a box girder construction, contributing greatly to the overall strength of the job, as well as insuring protection and comfort under all conditions of weather.

The simple fact that we find it possible to build this deck house as an integral unit and subsequently set it down on the finished hull, we think, bears out our opinion that as a structural material in naval architecture, Weldwood plywood is tops.

Very truly yours,

Arthur J. Utz
Purchasing Agent

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"High Tide," built by Henry C. Grebe & Co., Chicago, Ill.,
for Mr. Harry J. Grant of Milwaukee, Wis.

Four Exides provide dependable power on this beautiful yacht . . .

. . . two for Diesel cranking
. . . two for electrical auxiliaries

Exide
IRONCLAD
MARINE BATTERIES

SHE'S one of the most completely equipped yachts on the Great Lakes . . . the trim, fast, new 71-foot "High Tide."

Aboard her are more than 34 electric motors to run various fans, bilge pumps, the fire and deck flushing system, water pressure system, electric steering and other equipment. The "High Tide" has such other modern features, too, as fluorescent lighting throughout and a ship-to-shore telephone.

To complement all this superlative equipment, both builder and owner naturally chose the most dependable marine batteries available . . . four Exides. A bank of 16 cells, Exide-Ironclad Marine Battery assures power for fluorescent lighting and the electrical auxiliaries aboard the "High Tide," while another Exide is used for her radio and her ship-to-shore telephone. And, for quick and trouble-free cranking of the yacht's Diesel engines, she has two 16-cell Exide Diesel starting batteries.

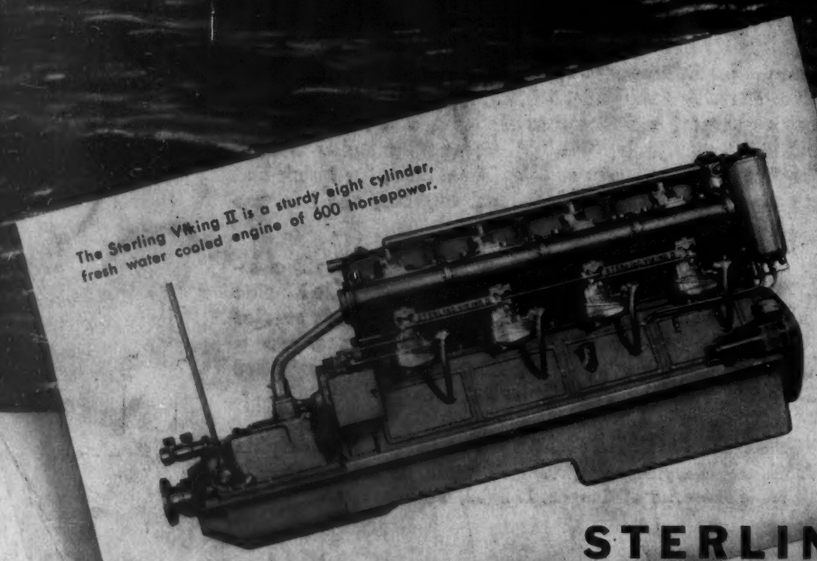
On inland waters and on the seven seas, in pleasure craft, commercial vessels and ships of the U. S. Navy, you'll find Exide Marine Batteries giving the splendidly long-lived and dependable service for which they are famous. There's an Exide, built to meet recognized marine standards, for *your* boat, however large or small. See your marine dealer, or write us for specific data.

THE ELECTRIC STORAGE BATTERY COMPANY, Philadelphia
The World's Largest Manufacturers of Storage Batteries for Every Purpose
Exide Batteries of Canada, Limited, Toronto

THIS YEAR'S SHOW is being held at Sea...

Today's events are superseding many of those things to which we have long been accustomed. One of these, the Annual Motor Boat Show held in January each year, has been voluntarily set aside to encourage full concentration on the job of placing the U. S. Navy, Coast Guard, U. S. Army and British Admiralty on an adequately equipped basis. ★★ Busy on the production of *Sterling* Admirals, Vikings, Dolphins and Petrels for Defense, we take this occasion to salute the public spiritedness of those who have labored for, as well as those who have contributed to, the Motor Boat Shows. We are aware of the stakes involved, of the sacrifices we too have been compelled to ask our peacetime customers to make during this phase of the Emergency. ★★ We believe that these present sacrifices are not made in vain. From the outset our close cooperation with the armed services of the United States has resulted in many improvements both in engine design and production technique . . . they are improvements which will benefit our industrial and marine customers. When once more we are living in a peaceful world, we will have added to our ability to serve as designers and builders of top-rank engines.

This new U. S. Coast Guard Patrol Boat, first of 41 being built by the Wheeler Shipyard Inc. of Brooklyn, N. Y., is powered by a pair of Sterling Viking II Engines



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